



THE ASSAM GAZETTE

অসাধাৰণ

EXTRAORDINARY

প্ৰাপ্ত কৰ্তৃত্ব দ্বাৰা প্ৰকাশিত

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No. 207 Dispur, Wednesday, 3rd May, 2023, 13th Vaisakha, 1945 (S. E.)

GOVERNMENT OF ASSAM

ORDERS BY THE GOVERNOR

DEPARTMENT OF HOUSING AND URBAN AFFAIRS

NOTIFICATION

The 30th March, 2023

ECF No. 207425/2023/74.- In cancellation of earlier Notification ECF No.207425/2023/73, dated 9th March, 2023 and in exercise of the powers conferred by the Section 14 and Sub-Section 10 of the Assam Town & Country Planning Act,1959 (as amended) read with 2 (a) of Rule 3 of the Assam Town and Country Planning (Publication of Master Plan and Zoning Regulation) Rules, 1962, the Governor of Assam is pleased to publish the following notice regarding the publication of the Final Revised Master plan for Diphu.

NOTICE FOR THE PUBLICATION OF FINAL REVISED MASTER PLAN FOR DIPHU

1. It is notified that the Final Revised Master plan for Diphu prepared under Section 14 of the Assam Town and Country Planning Act,1959 (as amended) by the Directorate of Town & Country Planning, Assam and adopted by the State Government for the area as described in the schedule below is hereby published.
2. The Final Revised Master Plan with all relevant papers and maps may be inspected free of Cost during the office hours at the Office of the Director, Town & Country Planning, Assam, Dispur, Guwahati-6, the Deputy Director, Town & Country Planning, District Office- Diphu, office of the Deputy Commissioner, Diphu Office of the Chairman, Diphu Development Authority, Office of the Chairman, Diphu Municipal Board & Diphu Revenue Circle Office, Copy of the Final Master Plan is available in the office of the Deputy Director, Town & Country Planning, District Office-Diphu for sale on payment.

SCHEDULE-I**A. SITUATION AND AREA: -**

District : Karbi Anglong

Approximate New Master Plan area: 40.042 sq. km.

Revenue Area included in the Final Master Plan of Diphu

1. Diphu Town Area**2. Villages included in the proposed Master Plan for Diphu :**

Village			
Sarthe Ronghang Village	Monsing Karmsa	On Bey Gaon	Baliram Terang
Chutia Nalla	Plimplamlangso	Rong Mirdam-I	Rongmili
Garo Basti	Rong Turbong	Rong Mirdam-II	Rongchedon
Taralangso-I	Men Hanse	Rong Mirdam-III	Rongkukrang
Taralangso-II	Hemari Tisso	Rong Mirdam-IV	Rongjangphong
Ser Anglong	Rongmongve	Longki Hanse	Dillaji Mithiphang
Longki Ronghang	Rongchesong	Chephong Barim	Rongcheto
Pen Sing Ronghang	Rongtheso	Sing Teron Gaon	On Bey Sardisa
Geeta Ashram	Longki Inghi	Welson Bongrung	Rongkhelan

3. Description of boundaries within the Master Plan area

- ☐ East- Ronghang
- ☐ West- Dikraing Block
- ☐ North- Sedeng Terang Gaon
- ☐ South- Horen Terang Gaon

KAVITHA PADMANABHAN,
Commissioner & Secretary to the Government of Assam,
Department of Housing and Urban Affairs,
Dispur, Guwahati-6.

CHAPTER 1:**INTRODUCTION OF MASTER PLAN AREA****1. INTRODUCTION:**

Diphu the head quarter town of Karbi Anglong District which was formerly known as the United Mikir Hills and North Cachar Hills District is the first hill town of Assam after the formation of Meghalaya State, for which a Master Plan has been prepared.

The present area of the district is 10.434 sq.km. With a population of 965280 persons as per 2011 census out of which 493482 Male and 471798 Female. The first step forwards an integrated development of this area was the formation of the United Mikir and N.C Hills district on the 17th November 1951. North Cachar Hills became a separate district on the 2nd January, 1970. The present Karbi Anglong District has been created by carving out some portions Sivasagar, Nagaon, Cachar and United Khasi and Jaintia Hills district of present Meghalaya for all round development of the tribal folk of the Central. The Mikir Hill district got rechristened as “Karbi Anglong District” w.e.f. the 14th October’ 1976 vide Govt. Notification No. TAD/R/115/74/47/ dtd. 14/10/1976. Thus Karbi Anglong came into being as a full-fledged separate district in the map of Assam with its Head quarter at Diphu. The district enjoys autonomy under the provision of Sixth Schedule of the Indian Constitution. It is the largest district of Assam in terms of area.

The District Council has been formed on the 23rd June, 1952 as provided under Sixth Schedule of the Indian Constitution. The extent of autonomy given to the District Council under the Constitution all provision is very wide.

The sphere of activities of the District Council covers almost every aspect of life in the district.

1.1 LOCATIONAL AND REGIONAL SETTING:

Karbi Anglong district is situated in the central part of Assam. The district is surrounded by Nagaon and Golaghat district in the north. Dima Hasao and Nagaland in the south, a part of Golaghat district in the east and Meghalaya and Morigaon district in the west. The district with dense tropical forest covered hills and flat plains is situated between 25°33' N to 26°25' N latitude and 92°10' to 93°50' E longitude. It is connected by both railway and roads with other parts of the State/ the town does not have a direct aerial linkage with other parts of the country. However, the air base at Dimapur which is only 38 K.M by railway and road respectively away from Diphu is generally used whenever the necessity arises.

The name of the district “Karbi Anglong” is believed to have been derived from the word “Karbi” drawn from the term “Thekarkibi” a sacred festival performed by the people to worship god during marriage and harvesting etc. thus “Kar” from Thekar and “Bi” from Kibi together formed Karbi. The Anglong means high and standing hills. Thus the name of district is known as ‘Karbi Anglong.

Karbi, a Tibeto-Burman stock is the predominant inhabitant of the District. The district is also inhabited by other hill tribes and people from the plains.

The town is located in an undulating topography with senile topped hills and narrow valleys. The hills are generally low with a height ranging from 100 to 180 meter. It is along these narrow valleys and low senile hill tops we see most settlements being located. The main inhabitant of the town are The Dimasas, the Garos, the Nepalese the Bodos, the Tiwas (Lalungs), the Rengma Nagas, the Aitunia's and Assumes are notable inhabitants of the town. The common language used in the town is Assamese and Karbi.

1.2 BRIEF HISTORY AND SURROUNDING:

No specific history is available in relation to the origin of the name of the town. However, the name Diphu has commonly been believed to be derived from the Dimasa language which means unclear water- Di means water and Phu means unclear.

The Diphu railway station between Lumding and Dimapur was established during the 2nd World War. At that time Diphu station was mainly used for booking timber and certain other forest products only. The town did not have any other noteworthy activity. The growth of Diphu town has visibly spread from its railway station.

It was only in 1951 (November 1951 to be precise) that this town had got some kind of boosting for its physical growth when it was made the Sub-divisional Headquarter of the then newly created United Mikir and North Cachar Hills district of Assam. It remained so until 1970 when on 2nd February, the district was bifurcated into two North Cachar Hills District and Mikir Hills which has been later renamed as Karbi Anglong District. Then several Government both Central and State, and Semi-Government organization started establishing their offices in the town. With more and more number of offices and the resultant increase in population and activities like trade and commerce and transportation which is purely based on local needs gradually more areas away from the railway station started being engulfed by the process of urbanization and Diphu became an urban area in the year 1971.

1.3. CLIMATE:

The climate conditions of the Karbi Anglong District are controlled by three dominant factors

1. Its position on the lee side of the Meghalaya Plateau.
2. Variable altitudes.
3. Vegetation cover.

Though the effect of the first factor is commonly felt throughout the districts, the remaining factors caused local differences in climatic conditions.

Except for the differences caused by the lower altitudes, the Diphu town enjoys almost same climate characteristics as the district.

The period from April to August is the wettest season. The monsoon begins with intermittent to torrential showers. The total annual rainfall ranges between 1155mm and 1424mm. the rainiest months is June, July and August.

The winter season is dry. During the months of September and October, there are few occasional showers due to the retreating Monsoon which reduce the temperature almost abruptly. Rest of the winter season, i.e. from November to January is almost dry. In this period, the monthly average rainfall is below 25mm.

The temperature typically varies from 47°F to 91°F and is rarely below 43°F or above 97°F.

The general atmosphere is sultry, which means high humidity. In winter also humidity rarely falls below 50%.

1.4. TOPOGRAPHY:

Topographically the Karbi Anglong district is divided into two natural divisions by a portion of the Nagaon district which bifurcates this district into two detached parts. The eastern part comprises of two sub divisions Diphu and Diphu and the other part known as Hamren sub division. The entire district consists of hilly region. Only narrow part of plains land found along the banks of the river Kapili, Dhansiri, Jamuna and Barapani.

Physiographically, the hills of the district are severely dissected outliers of the Shillong plateau. Diphu is located in the eastern lobe which consists of Diphu, Howraghat and Diphu thana. The general topography of this region which includes Diphu town is less rugged than the western lobe. Being typical like any other hill areas, Diphu town's topography is uneven, narrow valleys between low hills ridges ranging from 100-180 meters which occasional solitary flat topped low hills (Tila) is the physiographic characteristic of Diphu. There are some seasonal streams which finally meet at a small river flowing from South to North called Diphu river. It is the only river within the Master Plan area.

1.5 SOIL CONDITION:

The core of the hills district is composed of gneissic rocks belonging to the Precambrian age. On a foundation of Precambrian gneissic rocks the soil formation process is generally slow. Over the hill slopes soil are shallow within surface layer of useful soil and prone to erosion. Usually these soils are loam. Over the lower slopes with tertiary formation, the cover is comparatively thicker and rich in organic matters. The soil cover primarily supports the vegetation cover over the hills

1.6 CITY INFLUENCE AND ITS CHARACTERISTICS INCLUDING SETTLEMENT PATTERN:

The physical expansion of Diphu is taking place along both sides of the national highway 37, thus providing a linear pattern in development of the town. Presence of hilly area restricts its expansion towards the south. Expansion towards north is also restricted by the presence of the railway line and the low-lying areas.

The Master Plan envisages a scientific co-ordinated approach which guides the future development and to achieve a balanced growth are the main objectives of a Master Plan for an urban area.

The demarcation of the planning area of Diphu has been made considering the present growth of the town, the physical feature of the surrounding areas, communication network, different type of developmental works already come up in nearby villages and potential for future development of the region. The town has been growing towards west and east. Some major developments also come along the major roads connecting NH-37.

Before finalization of the planning area, discussions were held with District level officers dealing with developmental works headed by Deputy Commissioner, Diphu and the elected representative of Diphu Municipal Board as well.

Diphu Master Plan covers Diphu Municipal Board area along with outgrowth area with an area of 40.042 Sq. km accommodating a total population of 78954 as per Census of India, 2011.

1.7 HISTORICAL GROWTH OF DIPHU:-

In Karbi Anglong Urbanization growth is slow. Urbanization is a natural process and the same factor is responsible for Urbanization of Diphu Town. Diphu being the head quarter of Karbi Anglong district of Assam witnessed a steady growth and level of urbanization due to rise in population growth, flow migration and other associated factors. In spite of being physically remote and socio-economically backward in comparison with some other districts of Assam, it has been found that the growth of urban population is noticeable higher in this hilly district. Based primarily on secondary data, the study examination of the level of urbanization in Karbi Anglong with respect to the growth of Diphu Town is due to increase of population day by day in Diphu. New inhabitant to an already settled area, concentration of population in a particular area not only brings about the changes in its size or quantity but also it does bring enough changes towards the growth and development of the area in relation to time and space.

Urbanization has been considered as 'measuring stick' of prosperity and development in a society. Factors of various kind in combination with other are responsible for the growth of urban Centres, while development of a Centre is associated with the functions of production, distribution and consumption of goods and sources. It encompasses also the aspect like livelihood, education, recreation etc.

Urbanization mechanism in the hilly district especially in Karbi Anglong took its own shape after 1951 when the single political unit comprising the present two hill districts was emerged. Since the emergence of first as district headquarter-Diphu have been attracting people especially rural people not only from the respective district itself but also from the outside state. Rapid growth of population and their demand for new market areas, residential areas etc. have significantly changed the scenario of urbanization in the Karbi Anglong region.

1.8 NEED OF THE REVISED MASTER PLAN OF DIPHU

In urban India it is predominantly seen that the growing concentration of people in urban areas has led to problems of land shortage, housing shortfall and congested transit, and has also severely stressed the existing basic amenities such as water, power and open spaces of the towns and cities. Urbanization has also led to dire situations like people increasingly living in slums and squatter settlements and has deteriorated the quality of life and environmental conditions of cities.

Diphu town being the Headquarter of Karbi Anglong district as well as the capital of Karbi Anglong Autonomous Council(KAAC) is growing in size and population rapidly. It is very important to usher an era of planned development. Any development must enhance the role of the town in the region. But the existing Master Plan of Diphu Town is already expired and hence it is required to revise the Master Plan for a Plan period of upcoming 20(twenty) years in account of supporting Diphu as planned and developed Urban Centre of the State.

A clear vision is required for the development of a town to remind itself about its function, identity and future opportunities. The Revised Master Plan for Greater Diphu shall aim to make the best use of the physical assets of the entire geographic planning area to minimize the adverse impacts of urbanization and must lead to an inclusive sustainable development to gain social, economic and environmental benefits. The plan shall be comprehensive in nature that it encompasses all the functions that makes a community work, including land use, Transportation, Infrastructure, Housing, Socio-economic, Tourism, Environment and Recreation.

In the process of preparation of Draft Master Plan for Diphu multifarious activities like land uses, Socio- economic condition, traffic and transportation, trade and commerce, industries, water and power supply facilities like education, medical problems, drainage and sewerage etc. have been studied and analysed to acquire knowledge about the present problems and conditions of the present area.

CHAPTER 2:**DEMOGRAPHY****2.1. INTRODUCTION**

Demography is the study of human population dynamics. It encompasses the study of the size, structure and distribution of population and also the population trend over time due to births, deaths, migration and aging.

The study of demographic attributes is very important for the study of socio-economic structure of the city. It helps in estimating the dynamics and growth of demand. All the other planning aspects depend on the study of demographic, socio-economic characteristics and employment aspects, and only after the analysis of this study the required amenities can be calculated. Thus, it becomes a focal theme for any settlement study. The data required for analysis is collected from various sources ranging from secondary sources of district level to primary household survey.

The state of Assam is predominantly rural in character with only 8.87% urban population in 1971 which has increased to 14.1% urban population in 2011 and Diphu district is also not an exception. The district was predominantly rural with only 2.69% urban population of its total population in 1971 which has increased to 11.81% of urban population in 2011 and it indicates that the urbanisation is increasing in both Diphu as well as in Assam due to rise in industrialization or business activities in the district.

The population of Diphu Master Plan Area as per Town and Country Planning Survey 2010 is 78954 with Male Population of 39831(50.44%) and Female population of 39123(49.56%).

2.2 POPULATION GROWTH RATE

Besides being an administrative center, Diphu is also important for trade and commerce. It was mainly important for the KAAC accord, Diphu has many offices. As the head quarter of Karbi Anglong district there are offices like the Secretariat of KAAC, offices of Directors as Council Head of Departments for different line departments etc. The Diphu town has many offices and educational institutions like Central University, Diphu Government College, Polytechnic Engineering College, Hills Medical Collage, Diphu GNM Nurse Training Centre, B.Ed. Collage, Diphu Low Collage, Telephone exchange, 100 bedded Civil Hospital, I.T.I, General Colleges, and other facilities required for district Head Quarter town. The total population of Diphu Town is 61,796 out of which 31,898 male and 29,898 female as per census 2011.

Table No.1: Growth of Population in Diphu Revised Master Plan Area:1971 to 2011

Year	Municipal Area		Master Plan Area including Municipal Area	
	Population	Decadal Growth	Population	Decadal Growth
1971	10,200	---	---	---
1981	23,317	128.60	28,020	103
1991	39547	69.60	42345	51.12
2001	52062	31.65	61734	46
2011	61,796	18.70	78,954	31.61

SOURCE: CENCUS DATA.

TOWN & COUNTRY PLANNING FIELD SURVEY 2011

2.3. POPULATION DENSITY.

Apart from the Town Committee Area, the planning area as a whole is thinly populated. The gross density of population of Diphu Town Committee area in 1971 was approx. 9.37 sq.km and now it is 16.48 sq.km. While that of planning area was 24.23 sq.km during 1985, and the current area of the Master Plan area is 40.042 Sq.km. Now the population density of Town Committee area is increased to 1415 per sq. km.in 1981, 2400 per sq.km in 1991, 3159 per sq.km.in 2001 and 3750 per sq.km. in 2011 while the population density of Diphu Revised Master Plan Area is 2020 per sq.km.in 1981.2225 per sq. km, in 1991,2664 per sq.km. in 2001 and 2456 per sq.km in 2011. This indicates that the density of population is increasing in all the areas.

The density pattern in the different wards of the Town Committee area has also been studied and it is observed that Ward No. 1 and 2 areas having the highest concentration with the density of 13406 persons per Sq. Km. and 11060 persons per Sq. Km. respectively. Density is quite low in the rest of the wards.

Table No. 2: Population Density of Diphu Municipal Area

Ward No.	Population	Area in Sq. Km.	Density for Sq. Km.
Ward No. I	4290	0.32	13406
Ward No. II	2765	0.25	11060
Ward No. III	10231	0.95	10769
Ward No. IV	9661	2.26	4275
Ward No. V	8795	2.03	4333
Ward No. VI	7186	3.1	2318
Ward No. VII	3787	1.73	2189
Ward No. VIII	6238	1.41	4424
Ward No. IX	6125	2.15	2849
Ward No. X	2719	2.28	1193

Source: Census of India 2011.

Table 3: Population Density of Diphu Master Plan Area.

Year	Population Density of Master Plan Area		
	Area in sq.km.	Density of Population	Percentage
1991	24.25	1746	72
2001	24.45	2545	104.9
2011	40.042	1972	49.24
2021	40.042	2278	56.89
2031	40.042	2547	63.61
2041	40.042	2812	70.22

Source: Town and Country Planning field Survey 2010

2.4 SEX RATIO:

According to the 1971 census report, the sex ratio of Diphu town area was 563 females per 1000 males against 749 for the State of Assam, which was lowest in the State. However from the population survey conducted by the Town and Country Planning Organization, it is observed that the sex ratio has been raised to 668 females per 1000 males by 1981 in the Town Committee area. In the Master Plan Area sex ratio is 991 females per 1000males as per survey of Town and Country Planning field survey 2011.

TABLE 4: SEX RATIO VARIATION PER THOUSAND MALE OF DIPHU REVISED MASTER PLAN.

Town Committee Area			Master Plan Area	
Year	Male	Female	Male	Female
1971	1000	563	1,000	634
1981	1000	668	1,000	699
1991	1000	592	1000	913
2001	1000	875	1000	842
2011	1000	937	1000	991

2.5 WORKING AND NON-WORKING POPULATION:

Employment plays a drastic role in the nation building. The economy of the Karbi particular and the nation as a whole is very much dependent upon the employment status of its masses. There are three employment exchanges in Karbi Anglong. According to 2001 Census, of working population to total population of the district was 40.63 against 42.80 in the 1991 Census. The worker population ratio for male was 48.98 against 31.62 for female. More than half of the population has been registered as non-worker. Again, among the total workers, marginal workers constitute 12.15% and the main workers constitute 28.48%. The working population of Master Plan Area is 19971 and the Non-Working population is 58983 as per Town and Country Planning 2011 survey.

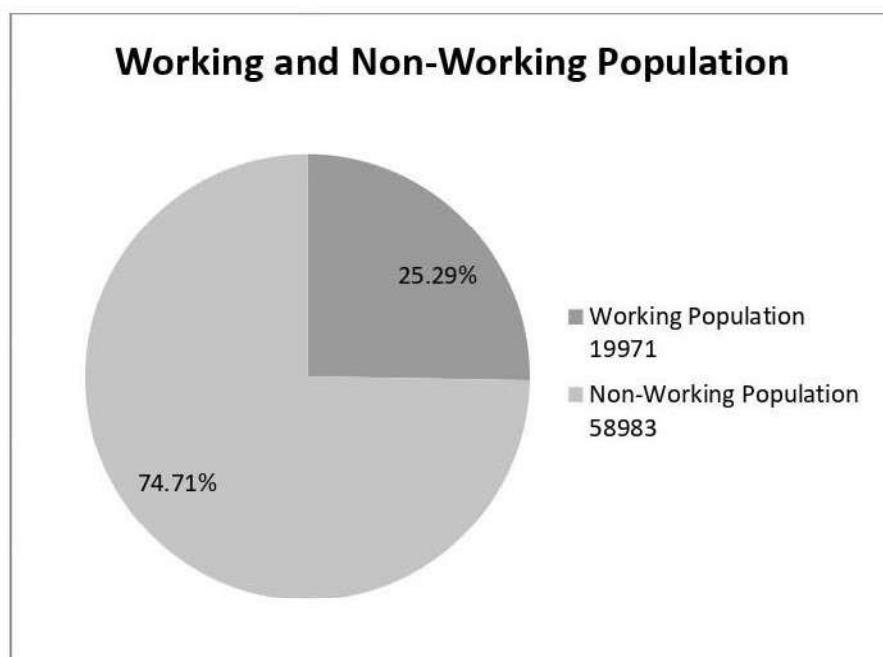


Figure No 1: Working and Non-Working Population of Diphu Master Plan Area as per Town and Country Planning field Survey

2.6 MIGRATION:

The high rate of growth of population (18.70%) during the last decade in Urban Area and 31.61% in Master Plan Area indicated heavy influx of population into Diphu from outside. This is due to the setting up of many new administrative offices in commerce etc. The rise also can be attributed to some extent to the influx of foreign nationals in search of livelihoods.

2.7 HOUSE HOLD DENSITY

Household size refers to the number of persons (irrespective of age) living as an economic unit. This does not require that they be in a physically separate housing unit. It is expressed as person per household. As per T&CP field survey report 2011, the average household size of Diphu Master Plan area is 5, which is 4.45 for Nation's average in 2011 census. It is to note that high household size refers to congested living in a household. It can also be inferred that high household size means low per capita income. Diphu Master Plan area covers nos.17545 of household. The Household density of Diphu Master Plan area is shown in the table below

Table No. 5: Household Density under Master Plan Area

Sl. No.	Year	Population	No. of Household
1	1971	13695	3043
2	1981	28020	6226
3	1991	42345	9410
4	2001	61734	13718
5	2011	78,954	17545
6	2021	91224	20272

2.8 POPULATION PROJECTION.

Master plan being a long term guide line for future scientific development, including all kind of amenities for the people, it is important to know the future population resources. For the purpose, the population projection for Diphu Master Plan Area has been made

Projection of population is based upon factors like (i) Economic condition (ii) Past and existing growth rate (iii) Mortality rate (iv) Migration (v) Public Health facilities etc. In respect of population projection for Diphu it will be appropriate to visualize the future population growth based only on the past trends. Diphu has neither been developed industrially, nor it has a sound commercial base. It is growing up as an administrative town. The factors which encouraged heavy increase in population may not continue unless a sound industrial or commercial base is created for the town. Diphu town committee area witnessed a rise of 177 p.c. population in between 1961-1981 (227p.c. in 1961-1971 and 129 p.c. in 1971-1981) Master Plan area's population is increased by 103 p.c. in between 1971-1981. It may be stated due to the establishment of new administrative units such a rise is witnessed; continuation of this trend in future may not be expected as establishment of administrative unit comes near to the optimum point taking all this in to consideration projection of population is made in the following way.

The population of the whole of the Diphu Revised Master Plan Area is estimated by using the Arithmetic Increase Method, Geometric Increased Method, Incremental Increase Methods and the mean of the values are considered as estimated value of population. The estimates are shown in the table .

Table 6: Population Estimates for Diphu Master Plan Area: 1971 to 2041.

Sl. No.	Year	Master Plan Area (including Town Committee area)	Growth(%)
1	1971	13695	-
2	1981	28020	103.12
3	1991	42345	51.124
4	2001	61734	45.8
5	2011	78954	27.9
6	2021	91224	15.54
7	2031	101981	11.8
8	2041	113665	10.27

(Arithmetic Increase Method, Geometric Increased Method, Incremental Increased Method=Average)

Source: Census of India 2011

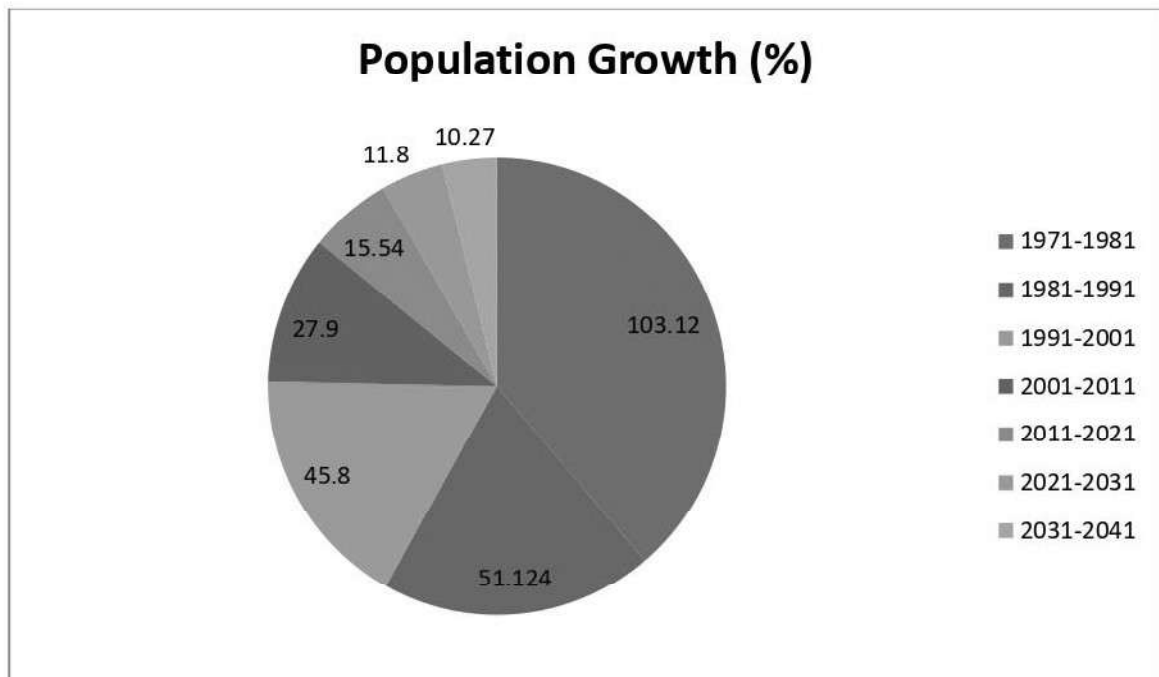


Figure No. 2:- Population Growth of Diphu Master Plan Area

CHAPTER 3:**ECONOMIC BASE AND EMPLOYMENT**

The economy of a region can be determined by analysing the Work Force Participation Rate(WFPR), Occupation Structure, Employment status(regular employed, self-employed, casual labour, unemployed), formal/Informal Sector etc.

3.1 OCCUPATION

As per field survey 2011, Diphu Master Plan area comprise of 19971 nos. of working population and 58983 nos. of non-working population. 86.4 % of the working population is involved in service and other sector, 3.6 % is involved in household industry and 6.7 % as Agriculture labour and 6.7% in Agriculture. This indicates that there is lack of opportunities in the area. The Master Plan proposal highly demands infrastructure to boost the employment generation of the region.

Table No.7: Working population

Sl. No.	Occupation	Total Nos. of Working Person	P.C. of Working person
1	Service/others	17258	86.4
2	Household Industry	713	3.6
3	Agriculture	1336	6.7
4	Agriculture Labourers	664	3.3
Total		19971	100

3.2 WHOLESALE TRADE:

There is no area earmarked for the wholesale trade .Wholesale Trade is found to be mixed up with the retail trade. There are 74 numbers of wholesale establishment and other 3014 numbers of wholesale establishment mixed with retail sale.

3.3 MARKETS AND SHOPPING CENTERS:

Presently the town has only one daily market. There is also one weekly market which uses the area of the daily market for selling commodities. For sometimes this weekly market was shifted to Rongkhelan area on the Eastern side of the town with a view to decentralize the commercial activity. But the authority had to shift the market again to the daily market area because it was found that the residents of the western side of the town are not going there for shopping, as it was far from the areas where residence of District Council and Government Colonies are located. For this reason as well as the fact that Rongkhelan is slightly away from the main Commercial Centers, traders were not eager to do business at Rongkhelan.

The daily market of Diphu can be termed as its Central Business District (CBD). This market supplies the essential commodities to the people of the town and adjoining villages. Fish and meat market are also located here along with vegetable market. For selling of pork facilities are now been provided within the daily market area by the Local Town Committee. But it can be seen that, there are numerous cluster of shops doing business dealing with groceries and other small household items, in various pockets of the town. These cluster of shops can be seen mostly at road junctions and is growing in an unplanned manner.

Diphu is a fast growing town and it's centralize commercial activities are increasing day by day.

For this purpose Market Complexes and Shopping Malls are required to make shoppers hassle free, thus saving their time and energy and also to check the growth in a planned way.

3.4 COMMERCIAL INSTITUTIONS:

At present there are only 1(One) Cinema houses in the entire planning area. At least one more Cinema House with all modern facilities is felt necessary to cater the present needs. Dramas, cultural show and even meetings are held at the 3(three) auditorium of the Master Plan area namely 1) Diphu Club 2) Joysing Doloï Memorial Auditorium Hall and Sarsing Teron (Langkung Habe) Memorial Town Hall. Also the long standing demand for a District Library with a spacious auditorium is been partially fulfilled. This library is yet to be provided with a well-equipped auditorium.

3.5 EXISTING INDUSTRIES:

Karbi Anglong with its Headquarter at Diphu has very few industries worth mentioning such as Kanch Water Bottling Units, M/S Mukrang Industries Bottling Units near FCI Godown at Birla .

CHAPTER 4:**HOUSING AND SHELTER****4.1. HOUSING SCENARIO:**

Residential use is the 2nd largest land use element in the urban settlement. The living conditions of the urban people and its total environment influence its social and cultural life. A study of this aspect reveals the prevailing condition, its relationship to the total environment and with centres and the standard of service and amenities available. In Diphu Master Plan areas there are 17545 numbers of households as per Town and Country Planning field Survey 2011.

TABLE NO. 8 : TOTAL STOCK WITH CONDITION

Sl. No.	Type of House	Condition		
		Good	Fair	Bad
1	R.C.C	75%	23%	2%
2	Double Story	81%	18%	1%
3	Single Story	100%	NA	NA
4	S. R.C.C	90%	10%	NA
5	Assam Type	44%	26%	30%
6	Katcha	20%	50%	30%

Census: Town & Country Planning Survey 2011.

4.2. HOUSING STOCK AND NEED ASSESSMENT :

A survey on Government offices was also conducted in 1979. From this survey it is seen that 30% of the total offices are in rented buildings, and about 50% of the employees are in rental houses.

It is to be mentioned that Diphu Town doesn't have Municipal water supply & sewerage lines.

4.3. HOUSE BUILDING ACTIVITIES:

House building activities in private sector in this town is rather slow. This is due to the fact that land is not transferrable to the non-tribals and the tribals who own land are economically weak comparatively.

Apart from the private sector, the main agency involved in the house building activities is the State Government. Notable State Government agencies are P.W.D, P.H.E, Agriculture, Police Department and the Assam State Housing Board.

Except the Assam State Housing Board (with 36 number of residential building) the other agencies provide housing facilities for their own employees only. The State Housing Board used to construct dwelling houses for letting it out. In this respect also preference is given to the Government employees.

Recently many new Government and Semi-Government offices have been established in Diphu. Branches of banks have also been established due to expansion of administrative activities. Some new offices meant for Hill District have been shifted to Diphu recently. Such expansion of administrative activities has given rise to acute shortage of housing, as such accommodations are required for both the offices and its employees as house building activities could not keep pace with requirements.

4.4. SLUMS

Slum is closely associated with Urban System and is an outcome of urbanization process. As per the records incorporated in a project proposal for the Integrated housing and Slum Development Programme (IHSDP) submitted by Diphu Town Committees, there are as many as 60(Sixty) Slum Pockets distributed throughout the area in 2001.

Table No. 9:Ward Wise Slum Pockets, Holdings and Population of Diphu Municipal Area 2001.

Sl. No.	Ward No.	No. of Slum Pockets	No. of Slum Holding	Total Slum Population	Percentage of Slum Holding
1	I	4	329	1473	11%
2	II	2	141	606	4%
3	III	6	433	1402	10%
4	IV	9	402	1447	10%
5	V	5	251	1260	9%
6	VI	7	232	961	7%
7	VII	6	398	1262	9%
8	VIII	9	476	1835	13%
9	IX	6	410	2645	19%
10	X	6	275	1164	8%
		60	3347	14055	100%

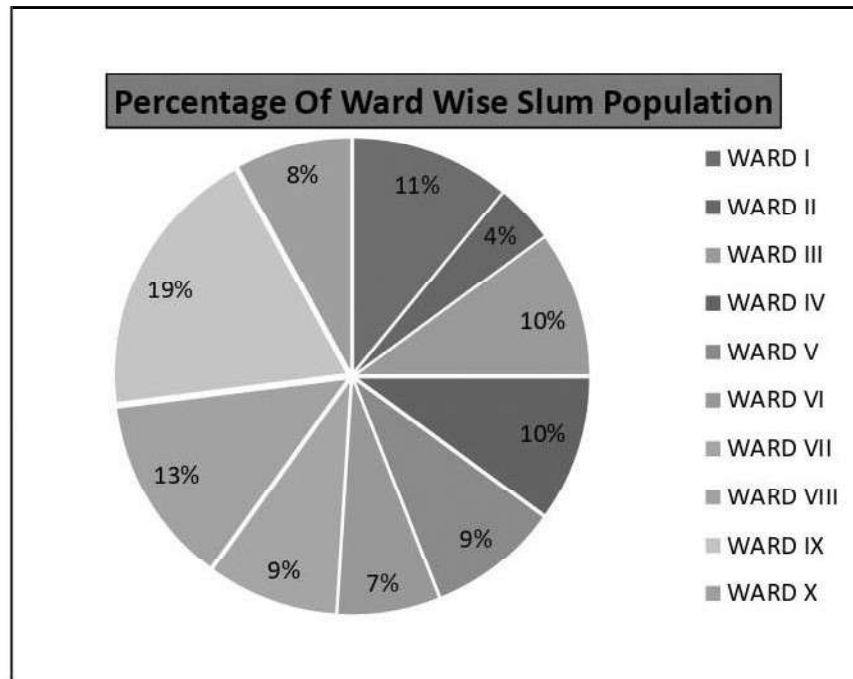


Figure No. 3: Percentage of ward wise Slum Population

- The density and concentration of Slum Population are normally higher in and around the core area of the town.
- The higher concentration of Slum Population out of the 10 nos. are found to occur in the ward no. 1,3,4,8 and 9.
- On the contrary, the highest density of population found in the ward no. 1 with 5665 Persons per Sq. Km followed by ward no. 2,3 and 9 with 2634, 1431 and 1422 respectively.

4.5. Slum Removal and Relocation

In the 1st phase, Removal of Existing Slum Pockets from the river bank from ward no. I, II and III and location for housing for Slum as per the recommendation for flood plain zoning. In the next phase (2nd Phase), Baghmari and Sorsori River width and depth need to be increased and flood wall in both the rivers need to be provided. To stop further encroachment and slum, in that area, 200m buffer zone of plantation to be designed and the area to be declared a non-developable zone. These works will be implemented and monitor by Diphu Housing Board and Diphu Municipal Board. Also, Govt. to launch schemes for slum re-settlement and up-gradation with basic infrastructures and services.

CHAPTER 5 :**TRANSPORTATION**

The uses over the urban land and the transportation system are closely interlinked. It facilitates the movement of people and goods as well as keeps the pace of functioning of the different specialized landuses. Efficient functioning of these land uses largely depend on and efficient transportation system. The character and the sphere of influence of a city or town is also reflected by the transportation system.

Diphu Municipal Board office is demarcated as the “**ZERO POINT**” of the town.

5.1. NETWORK OF ROADS:

Road transportation is the only means of movement of people and goods within the town.

Road pattern of the town is influenced by the topography and the location of three major uses Residential, Public and Semi-Public and Commercial.

The road network has not developed in any formed pattern. The P. W.D main road runs through the town and carries most of the incoming and outgoing vehicle traffic. Most of the other roads are connected to this main road.

The Vital link roads between Diphu and other parts of the district and the State are:-

1. Lumding- Manja Road- The road connects Diphu on one hand and on the other hand it connects Nowgaon via Mohendijua and Doboka.
2. Diphu-Mohendijua-Dimapur road. This road connects Diphu with National Highway No.36 and maintains communication between the district and Nagaland.
3. Diphu-Lumding- Maibong- Mahir-Haflong Road. This is the only link between, Diphu and Haflong. The district headquarters of N.C. Hills District.

Within the town, apart from Lumding, Manja road, Chandrasing Teron Road, Gopinath Bordoloi Road, Semson Sing Engti Road, Rongthe-ang Road, Mahatma Gandhi Road (Diphu Bazar Road) are the important roads. It has been observed that the width of all important roads is inadequate for the ever increasing traffics of the town. Some portions of the Lumding-Manja Road which are recently widened have a width of about 10meters (Carriage way, but most of the road is quite narrow).

The Mahatma Gandhi Road also quite narrow where hardly two vehicles can pass at a time though it is one of the busiest road of the town.

The road width of some of the major roads is shown in the Table No. 12 below.

TABLE NO 10 : ROAD WIDTH OF SOME OF THE MAJOR ROADS

Sl. No.	Name of Roads	Length of road	Width of road	Footpath	Culvert
1	Council Colony approach road	3.00 Km	3.75m	Nil	4 Nos.
2	Road from HTC to proposed Town Committee recreation Centre on DM road (near Tiny tots Schools)	1.417 Km	3.75m	Nil	3 Nos.
3	Road from 3 rd Km of DM road to 5 th Km of DM road via Rongjangphong Village.	2.3 Km	3.75 m	Nil	2 Nos.
4	Road from Birla to Longki Enghi Village.	0.500 Km	3.75m	Nil	0
5	Approach road to U.C School	0.300 Km	3.75m	Nil	0
6	Approach road to Dak Bunglow	0.210 Km	3.75m	Nil	0
7	Road from 4 th Km of DM road to Hebron High School.	0.550 Km	3.75m	Nil	1 Nos.
8	Road from 2 nd Km of DM road to Rongnihang Village.	0.300 Km	3.75 m	Nil	0
9	Road from Assistant Director of Handloom and Textiles to Rongnihang village.	0.250	3.75m	Nil	1 Nos. (Box culvert)
10	Approach road to cremation Ground Diphu.	0,290 Km	5.50m	Nil	0
11	Road from 1 st Police point of DM road to Diphu Main Market.	0.600 Km	13.5 m	600.00m	0
12	Road from diversion portion of DM road via ASEB Power House.	0.410 Km	8.00m	300.00m	1 Nos.
13	Link road from Diphu main market road to DLHS road via Fish market.	0.150 Km	5.50 m	300.00m	0
14	Road from Daily Bajar to DM road via Shivbari.	0.700 Km	10.00m	Nil	0
15	road from DLHS road to Shivbari road via Sikh Temple.	0.350 Km	3.75 Km	Nil	0
16	Road from daily bazar to Shivbari road via cotton ginning mill.	0.900 Km	5.50 m	1600.00m	0
17	Road from Maszid to Binapani High School.	1.600 Km	3,75m	Nil	0
18	Road from State Fed godown to Dewan Basti via Dharamnalla.	0.700 Km	3.75m	Nil	0
19	Road from Chandrasing Teron High School Tinial to Matipung via Rongmirdan Village.	1.250 Km	3.75m	Nil	1 Nos.
20	Approach Road to Diphu Railway Station.	0.150 Km	10.00m	Nil	0

21	Link road from DM Road to Gurudwara road via Joysing Dolo Memorial Auditorium.	0.200 Km	7.00m	Nil	1 Nos.
22	Road from 3 rd Km of DM road (near Don Bosco school) to Rongtharve Disama.	2.100 Km	3.75m	Nil	2 Nos.
23	Road from 3 rd Km of DM road (near ASEB Power House) to lower5 Dillaji Disama road.	3.370 Km	3.75	6000.00m	4 Nos.
24	Road from Rengbonghom School to Rongtharve Disama road.	1.900 Km	3.75m	Nil	1 Nos.
25	Rongtharve link Road	0.800 Km	3.50m	Nil	1 Nos.
26	Road from Rongtharve road to Rongjangphong.	0.600 Km	3.75 m	Nil	0
27	Road from Diphu Town committee Office to Govt. Boys School Field.	0.40 Km	5.00m	300.m	1 Nos.
28	Road from Gandhi park to DLHS road via PWD Diphu Road division office, Diphu.	0.915 Km	5.5m	200m	2 Nos.
29	Road from PWD Colony L.P School Police Station.	0.60 Km	7.50m	400m	1 Nos.
30	Road from Police Reserve L.P School to Police Station.	1.1 Km	5.00m	Nil	2 Nos.
31	Road from 48 Km DLHS road to Rongmonjir.	2.00 Km	3.75m	Nil	2 Nos.
32	Road from Professor Colony to PWD Colony.	1.80 Km	3.75 m	Nil	1 Nos.
33	Approach road to Rongkimi	0.90 Km	3.75 m	Nil	
34	Road from Medical College to Chirikangnep.	1.90 Km	3.75m	Nil	3 Nos.
35	Road from Medical College to Taralangso.	3.00 Km	3.75m	Nil	4 Nos.
36	Road from Medical College to Jhilpar.	0.80 Km	3.75m	Nil	2 Nos.
37	Diphu Police Station to ITI	0.770 Km	6.00m	Nil	0
38	Diphu Police Station to BTC via PHE.DAV etc.	2.480 Km	6.00m	Nil	2 Nos.
39	Member Hostel to DAV school	1.450 Km	17.00m	2x1000m	0
40	Member Hostel to Lorulangso Tiniali via Police Station.	1.800 Km	17.00m	2x1500m	5 Nos.
41	Lorulangso Tiniali to PHE (Urban) Division.	0.780 Km	7.00m	Nil	1 Nos.
42	Road to ACE PWD Office Tiniali.	1.600 Km	7.00m	2x200m	3 Nos.

43	Road from ACE PWD Tiniali to Geeta Ashram via Hidilangso.	1.000 Km	6.00m	Nil	0
44	Road from BTC to Geeta Ashram.	2.600 Km	6.00m	Nil	2 Nos.
45	Dimasa Cultural Club to DM Road via Mt. Calvary High School.	0.675 Km	6.00m	Nil	0
46	Amalapatty to DM Road via Dist. Fishery Office.	1.000 Km	6.00m	Nil	0
47	Diphu Govt. College Apps Road	0.830 Km	9.00m	Nil	0
48	DM Road near ASTC to Rengbonghom H.S School via Rongtheang.	1.800 Km	6.00m	Nil	0
49	DM road near Bishop House to R.H.S School.	1.500 Km	6.00m	Nil	0
50	Survey Office to Taralangso via Malongso.	3500 Km	6.00m	Nil	0
51	Plimplamlangso to Malongso Tiniali.	1.000 km	6.00m	Nil	
52	Road from 50 th Km of DLHS Road to Langkaijan (15 Km).	15.00 Km	3.75 m	Nil	25 Nos.
53	Road from 7 th Km Lankaijan Road (Waiting shed) to Tisso Village.				
54	Road from 47 th Km of DLHS Road near Handloom and Textile Office to T.V Centre, Diphu.	1.69 Km	3.75m	Nil	5 Nos.
55	Road from Lorulangso to Mentila via Englong Cherop.	1.70 Km	3.75m	Nil	3 Nos.
56	Road from Lorulangso to Mijungdisa via Botanical Garden and Sarthe Engleng.	5.17 Km	3.75m	Nil	5 Nos.
57	Road from D.A.V. School to Disama via Sikari Tisso Gaon.	7.00 Km	3.75m	Nil	10 Nos.
58	Road from D.A.V. School to Disama to Gita Ashram via Men Hanse Gaon, Rongpangbong Village, Diphu.	2.25 Km	3.75m	Nil	8 Nos.
59	Approach Road to Hindi Training Centre.	0.59 Km	3.75m	Nil	4 Nos.
60	Road from Lorulangso to Chephongsajir Village, Diphu.	1.26 Km	3.75m	Nil	4 Nos.
61	Road from Addl. C.E. PHE Office app. road to A.G.C.C. Colony, Diphu.	0.33 Km	3.75m	Nil	2 Nos.
62	Road from Addl. C.E. PWD Office app. road to Deputy Director of Panchayat Office, Diphu.	0.67 Km	3.75m	Nil	5 Nos.

63	Road from Panchayat Office to St. Mary's School, Diphu.	0.33 Km	3.75m	Nil	2 Nos.
64	Road from Mentila to Geeta Ashram via St. Mary's School, Diphu.	1.60 Km	3.75m	Nil	3 Nos.
65	Road from Botanical Garden to Dhonsing Terang Village.	1.50 Km	3.75m	Nil	3 Nos.
66	Road from 6 th km of DAV Disama To Tokbi Village	2.50 Km	3.75m	Nil	0
67	Road from Lorulangso to Rongkethe, Diphu.	0.85 Km	3.75m	Nil	3 Nos.
68	Road from 1 st km of DAV-Disama to Rongmarjong, AGC, Colony, Diphu.	0.33 Km	3.75m	Nil	1 Nos.
69	Road from Geeta Ashram to Taralangso via AG Church, Diphu.	1.50 Km	3.75m	Nil	5 Nos.
70	Road from Geeta Ashram to Rongturbong, Diphu.	0.50 Km	3.75m	Nil	2 Nos.
71	St. Mary's to Men Hanse Village	1.10 Km	3.75m	Nil	2 Nos.
72	Mentilla to Polytechnic via Rangina and Men Tisso Village.	0.80 Km	3.75m	Nil	1 Nos.
73	Link road from Chephongkimi to Geeta Ashram.	0.35 Km	3.75m	Nil	3 Nos.
74	Road from Longjonsarpo to HTC approach, Diphu.	0.53km	3.75m	Nil	1 Nos.
75	3 rd Km of DM road to HarilalBasti via Rongnihang.	2.10km	3.75m	Nil	5 Nos.
76	Matipung Forest Gate to AIR Centre approach road.	0.55km	3.75m	Nil	2 Nos.
77	Road from Amolapatty near Essar Oil depot to Diphu Bazar Tiniali via Rongpharpi Rongbey Chariali.	0.73km	14.00m	1460m	0
78	Construction of four lane road with divider from 3 rd km(DM) road near ASEB Power House to Lower Dillaji via Taralangso, L= 3.4km	3.4km	20.00m	Nil	7 Nos.

5.2 OVERVIEW OF CRITICAL ROADS

As per field survey conducted by Town & Country Planning found some critical road in around Diphu Town Sub-way mainly from:

1. Diphu-Polytechnic Road.
2. Diphu-Rengbonghom High School Road.
3. Diphu-Dhansiri Road.
4. Diphu-Lumding Main Road.
5. Diphu-Daldali Road.

The above mentioned roads are under construction.

5.3 BUS TERMINALS:

Proper location of traffic terminal Centre of an urban area facilitates efficient transportation system. Diphu Town has two main traffic terminals, namely STC Bus station and the terminal for private line buses. The ASTC Bus station is the main space for the present volume of traffic.

But the private bus stand at Eastern end of the Town is congested and does not have adequate space for the present load. On many occasions buses are parked on the road leading to the Railway Station. Presently a secondary ASTC bus terminus is also established in this area.

And an ISBT and Multi-Utility Vehicle Parking are required to solve the parking and traffic mobility problem of Diphu Town as per Town and Country Planning field survey 2011.

Lack of street parking facility is specially felt in the Market area. Where, particularly in the evening vehicles are parked on the road, making the already narrow road to narrower for the moving traffic. The cinema hall of the town is also lacking proper parking facilities for the vehicles.

A few offices like District Council, D.C. Court etc. have its own parking space.

5.4 TRUCK TERMINALS:

There is only 1(one) truck terminal at Diphu Master Plan Area which is located near Diphu Cremation Ground as per Town and Country Planning, field survey 2011

5.5. TRAFFIC VOLUME:

The field survey conducted in 2011 to find out the traffic volume to some selected road functions reveal that on an average total 2789 numbers of vehicles run per hours total registered vehicles being 8367 . Table no. 13 shows the volume number etc. and shows the movement of vehicles per hour. The traffic Survey was Conducted at the following points-

1. Diphu to Manja Road
2. Diphu Dhansiri Road
3. Diphu Doldali Road
4. Chandra Sing Teron Road
5. Gopinath Bordoloi Road
6. Amlapatty Road
7. Semson Sing Ingti Road
8. Rongtheang Road
9. Rongtharve Road
10. I.T.I Hospital Road
11. Mahatma Gandhi Road
12. Diphu Lumding Road

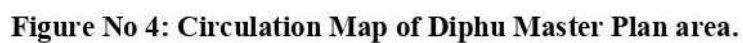
TABLE NO. 11

TOTAL VEHICLES REGISTERED			
Slow Moving	Light Moving	Heavy Moving	Total
3518	4282	567	8367

SOURCE: TOWN AND COUNTRY PLANNING FIELD SURVEY

5.6. ROAD INTERSECTIONS:

It is observed that most of the road junctions have not been planned scientifically. The road junctions are defective which retards the speed of the moving vehicles. These road junctions also pose a constant danger for road accidents.



CHAPTER: 6

INFRASTRUCTURE, PUBLIC UTILITIES & SERVICE

The character of an urban settlement is decided by the basic services amenities provided to its inhabitants. The changing habits and values also lead to the improvement of living conditions.

These services are water supply, drainage and sewerage, electricity and other amenities like health, education, recreational facilities etc.

Main sources of water supply in Diphu is thought by means of piped water supply system yet it does not cater the need. The water supplied by PHE department is the primary source of water supply, secondary source of supply of water is through ring-well. But present demand could not be met by them. For the purpose a Master Plan is under preparation by the Public Health Department. Estimated demand of water by 2001 will be 2626000 litres of water for the entire Master Plan area. Existing Drainage system is also not sufficient for which detail scheme will have to be made in near future for the purpose along with integrated sewerage scheme.

Present supply of power is made by the State Electricity Board through generator and from Namrup Thermal Project. There are schemes for generating power from river projects in different parts of the district, which will meet the future demand.

6.1 WATER SUPPLY

The piped water supply facilities have been provided though it did not cover the whole town. The source of the supply is the Longnit river which is at a distance of 37 KM. The capacity of the reservoir is 2Lakh Gallons (9 Lakh Litres). The Public Health Department is preparing a Master Plan for water supply in Diphu which is completed but pipeline has not yet been laid out to the household.

6.2. DRAINAGE SYTEM

The problems of drainage and sewerage is not acute in Diphu Town unlike other towns of Assam , due to its hilly terrain. However the market area needs more efficient drainage system as it causes water logging in Rainy season.

6.3 SOLID WASTE DISPOSAL

Diphu Town does not have the scientific approach of garbage disposal. Diphu Town is allotted land area measuring 30 bigha by Karbi Anglong Autonomous Council, Diphu for setting up Municipal Solid Waste Management at Sub-Urban area of Diphu Town. There is a dumping ground outside the Master Plan area located around 13 Km from the hearth of the town beyond the Master Plan area. Door to door collection of waste is done by Diphu Municipal Board. Setting up of Garbage bins for pick up is also been set up at various points of the Master Plan and Municipal Board Area.

6.4 SOCIAL INFRASTRUCTURE:

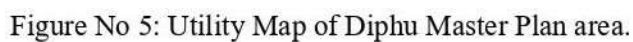
Facilities provided towards the future citizens in obtaining proper education is the key to have a bright and prosperous new generation.

The survey conducted by the Town and Country Planning, Diphu reveals that there are altogether 42 educational institutions of different categories including 5specialised institutions which are Polytechnic, ITI, GNM Training School, Diphu B.Ed. Collage, Law Collage, one Government Degree College, One Govt. Girls Collage and One Private Collage (Singkiri Collage).

Nursery of pre-primary education in Diphu is in the initial stage at present. Six lower primary schools (Private) offer such facilities

There are 12 High Schools in Diphu Master Plan Area. In addition to the general education facilities there is an Industrial Training Institute, one Hindi Training Center and one Vocational Institute.

There is One Health Institution which is Diphu Medical Collage in the Master Plan Area.



CHAPTER 7:**ENVIRONMENT AND CITY BEAUTIFICATION PLAN****7.1. RECREATION AND OPEN SPACES:**

Facilities for passive and active recreation in Diphu are not adequate. There are Two Recreational Centre in Master Plan Area (Recreation Park, Karbi People's Hall Taralangso & Botanical Garden). Besides there are Other Recreational Centre within 300Metres from the Master Plan Area (Arboretum Cum Craft Centre at Matipung). There are also a few Parks in and around the Master Plan Area.

7.2. OTHER SERVICES:**I. Post Offices—**

There is only one Post Office of the rank of a Sub-Post Office. Diphu being the District Headquarter town and having a fast increasing population needs a Head Post Office.

II. Fire Station—

There is only one fire protection center equipped with 6 (Six) fire engines which is quite inadequate for a town, having a population of about 78954.

III. Veterinary Hospital –

There is a Veterinary Hospital located in Diphu-Manja Road (Rongkhelan). The facilities are not sufficient to cater to the growing needs of the entire area and a full pledged veterinary Hospital is needed. Besides there are also 3(Three) private pet Clinic in the Master Plan Area.

IV. Cremation and Burial Ground—

There are total 5 numbers of Cremation and Burial Grounds in the Master Plan area which are not distributed in well planned way. Provisions will have to be made for the purpose. But it may be mentioned that as per the Karbi Culture , the villages have their own cremation or burial ground in the village itself.

CHAPTER 8 :**LAND USED PLAN****8.1. LAND USE INTERACTION :**

A systematic land use analysis is the key for understanding the basic character of a particular urban area. It reveals the quantum of land utilized for various urban activities and the problems created by these for the functional efficiency. The Town and Country Planning field survey conducted in 2011 reveals that the distribution of land for various uses is not proportionate and adequate. Naturally the residential use covers the maximum of the developed area. But in comparison, the commercial activities cover only 2.58% of the total area within the Master Plan area, which indicates lack of adequate commercial activity in this district headquarters. Industry occupies for less than the desirable (0.47% of the total area) in this town which is the centre of activities of a district rich in forest/ vegetation cover. 4.17% of the total area is under roads which is considered as adequate as regards the circulation system of the town , Agriculture accounts for 36.66%, mixed use area covers 2.58%, Public and Semi Public 7.25%, Railway 1.6%, Recreation or open space 0.98%, Residential 24.3%, river/ Drain/ water body covers 2.63%, and road covers 4.17% of the total Master Plan area.

EXISTING LAND UTILIZATION RATE**TABLE NO. 12**

Sl. No.	Category	Area in Sq. Km.	Percentage
1	Residential	9.729	24.3
2	Industrial	0.190	0.47
3	Commercial	1.032	2.58
4	Agriculture	14.681	36.66
5	Forest /Vegetation Cover	6.550	16.36
6	Green Belt	0.170	0.42
7	Mixed Use	1.034	2.58
8	Public and Semi Public	2.902	7.25
9	Railway	0.642	1.6
10	Open Space/Recreation	0.391	0.98
11	River/Water bodies/Drain/ low land	1.051	2.63
12	Road	1.670	4.17
Total		40.042	100.00

SOURCE- TOWN AND COUNTRY PLANNING, FIELD SURVEY

All the important road junctions are located on the busy Lumding-Manja Road. The road junctions near the Post Office, District Council, Members Hostel, near the Stadium field, and in the daily market area are the busiest junction and all these junctions are defective in respect of easy and safe flow of traffic. Cycle rickshaws are not plying in this town due to its uneven topography, but autorickshaws are available for movement within the town which is rather costly for commuters. No mass transportation system is in existence. But due to the ever increasing population and expansion of activities necessity for such a system is intensely felt. This is more due to the fact that administrative and commercial activities are concentrated on one end of the town.

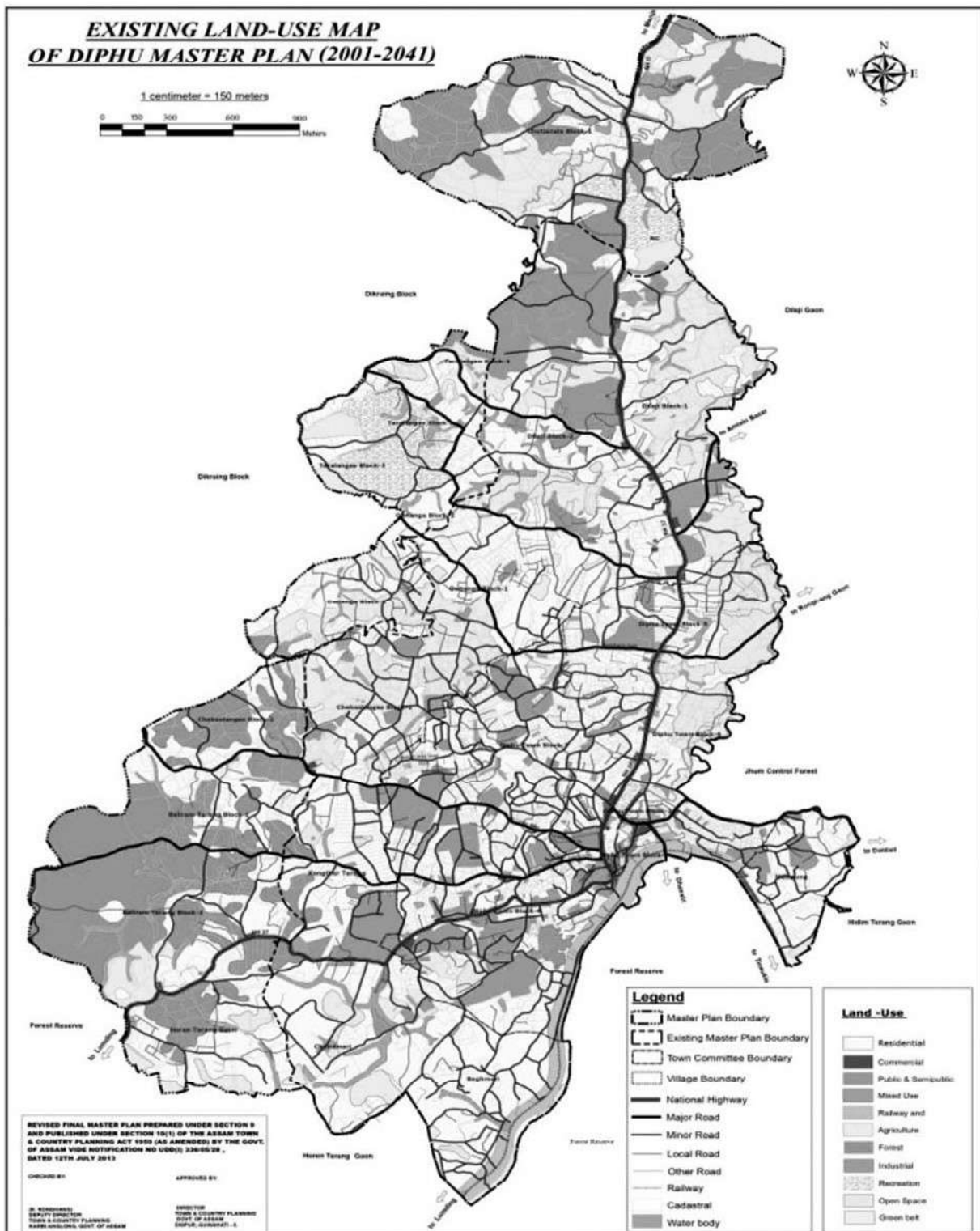


Figure No 6: Existing Landuse Map of Diphu Master Plan area.

As the area beyond the Town Committee boundary have been added to the Master Plan Area recently (due to the non-availability of cadastral maps earlier). However, a general study has been made to get an overall impression of land use in these areas.

As per Town and Country Planning Field Survey , the existing Land-Use comparison shows the commercial activities cover only 2.58% of the total Master Plan area, which indicates lack of adequate commercial activity in this District headquarter. Industry occupies for less than the desirable (0.47% of the total area) in this town which is the centre of activities of a district rich in forest. 4.17% of the total area is under roads which is considered as adequate as regards the circulation system of the town, Agriculture accounts for 36.66%, Mixed Use area covers 2.58%, Public and Semi Public 7.25%, Railway 1.60%, Creation of Open space covers 0.98 %, Residential covers 24.30%, River/ Drain/ Water Body covers 2.63%.

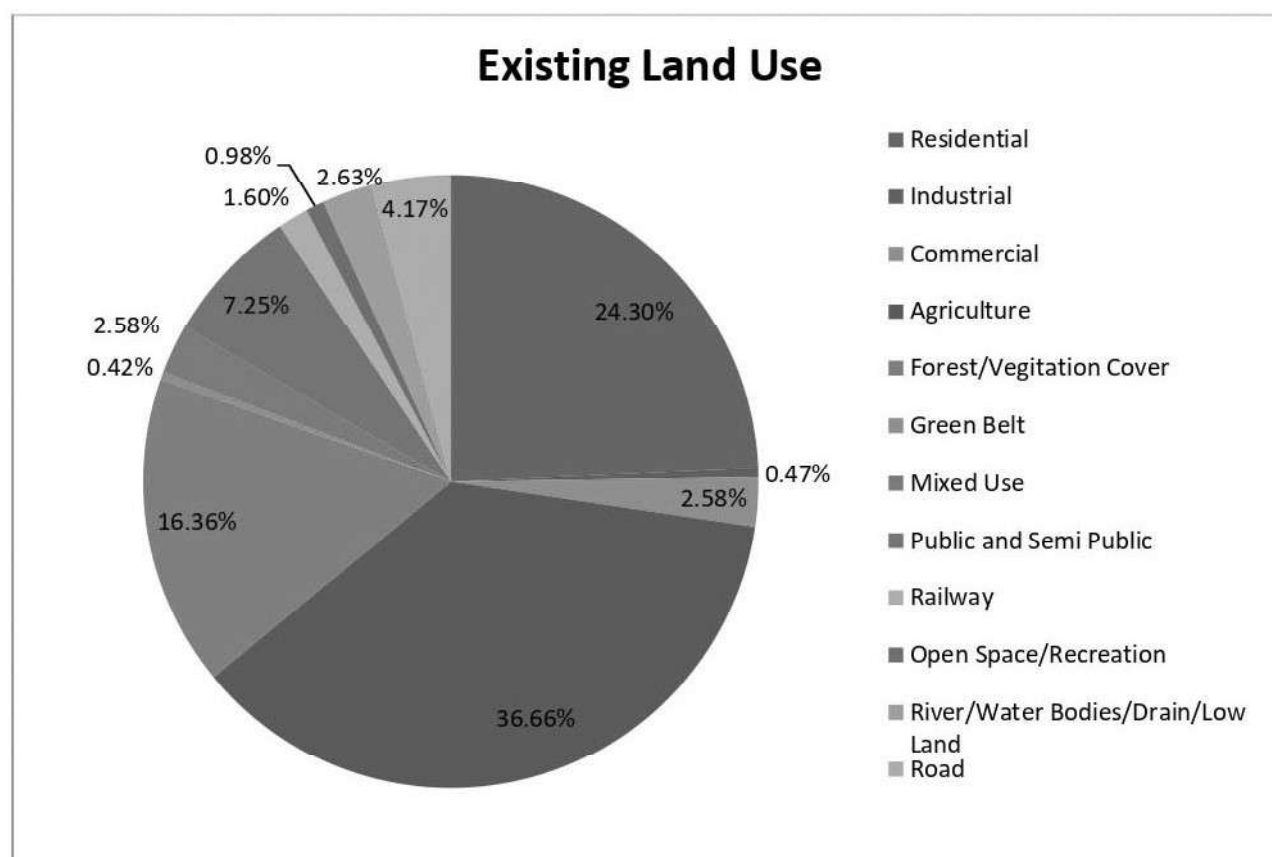


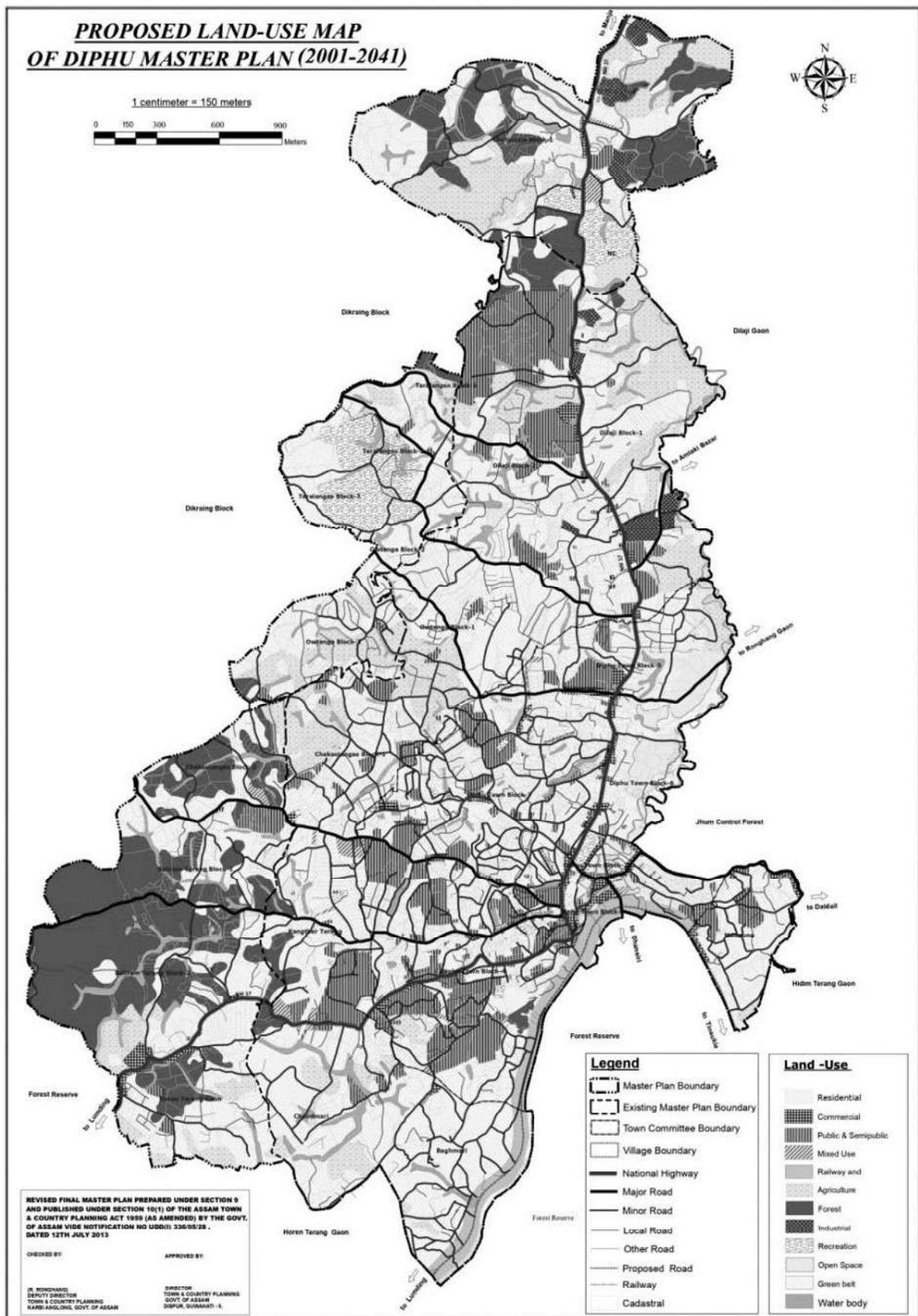
Figure No7. Existing Land Use as per Town and Country Planning field Survey.

8.3 PROPOSED LAND-USE

In the proposed Land-Use of Master Plan Area, the Commercial area is increased by 1.86%, road is increased by 1.63 %, Agriculture is decreased by 4.14 %. In the proposed Land Use Plan, Public and Semi public area increase by 1.26 %, Open Space area is increased by 1.57% .As the need to expand and develop the commercial activities in a planned and organized manner is very important for developing Diphu Town .As per UDPFI guidelines, it is suggested to provide 1.0 to 1.2 Ha per 1000 persons for the town level. The open spaces are also increased so that they can serve as multiple purposes. The table below shows the proposed land-use area coverage.

TABLE NO. 13

Sl. No.	Category	Area in Sq. Km.	Percentage
1	Residential	12.261	30.62
2	Industrial	0.452	1.13
3	Commercial	1.78	4.44
4	Agriculture	13.021	32.52
5	Forest / Vegetation	3.127	7.80
6	Green belt	0.170	0.42
7	Mixed Use	0.73	1.82
8	Public and Semi Public	3.402	8.51
9	Railway	0.642	1.60
10	Open Space/Recreation	1.021	2.55
11	River/Water bodies/Drain/low land	1.012	2.53
12	Road	2.324	5.80
Total		40.042	100.00



PROPOSED LAND UTILIZATION RATE**TABLE NO. 14**

Sl. No.	Category	Area in Sq. Km.	Percentage
1	Residential	12.261	30.62
2	Industrial	0.452	1.13
3	Commercial	1.78	4.44
4	Agriculture	13.021	32.52
5	Forest /Vegetation	3.127	7.80
6	Green Belt	0.170	0.42
7	Mixed use	0.73	1.82
8	Public and Semi Public	3.402	8.51
9	Railway	0.642	1.60
10	Open Space	1.021	2.55
11	River/Water bodies/Drain	1.012	2.53
12	Road	2.324	5.80
Total		40.042	100.00

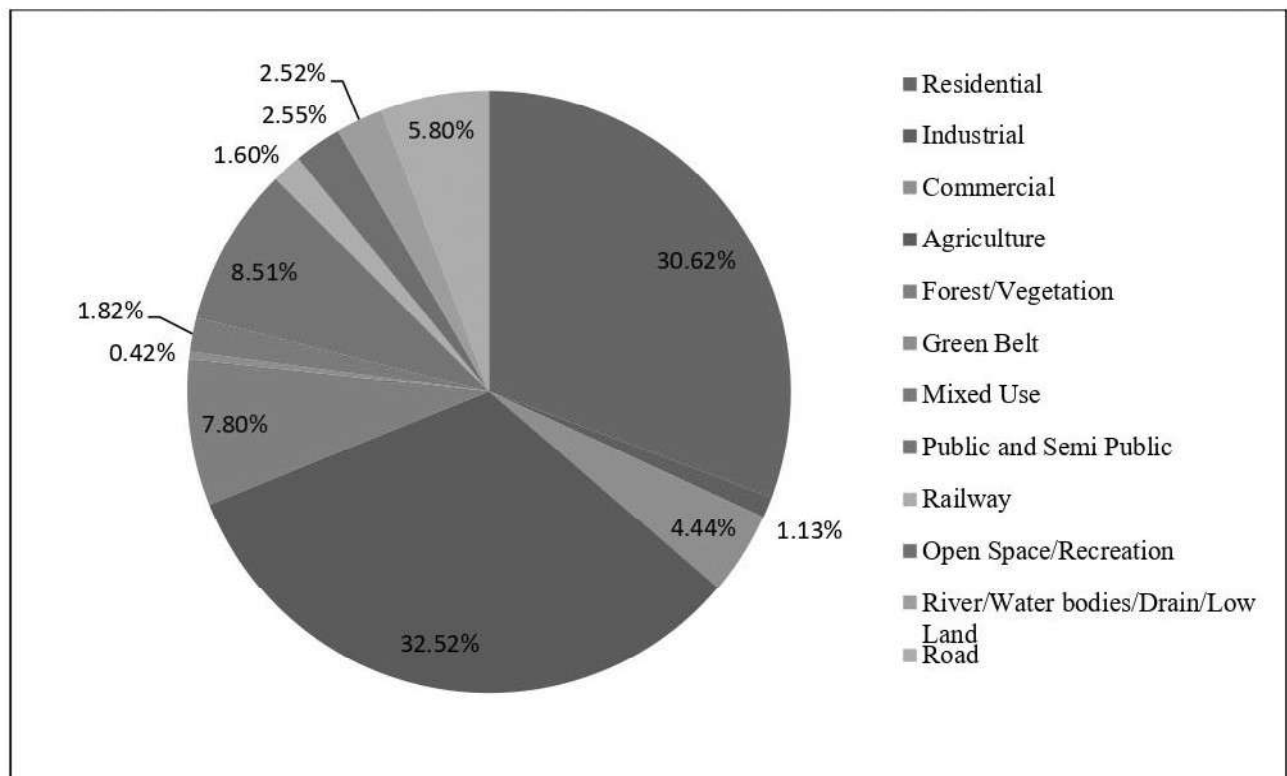


Figure No 9: Proposed Landuse distribution of Diphu Master Plan area.

8.4. FUTURE URBAN FUNCTION AND NEED :

Preparation of development plan for an area is an effort evolves scientific and rational policies which will meet the functional need of the area and yet satisfy the aesthetic and emotional aspirations of its citizens. Hence, based on a critical appraisal of the problems and inadequacies of the area, assessment of future needs during a plan period is prepared for estimated population.

8.5 MAJOR FUNCTIONS:

It is desirable to understand the major functions and their impacts on future growth of an area. Based on present trend following major functions can be inferred to decide the future growth of Diphu.

1. To function as an administrative center for the district.
2. To functions as trade and commercial center and also to ensure services for development of forest base industries in the entire hill region.
3. To function as main educational center for the district.
4. To function as Cultural Center of the District.

8.6 PLAN PERIOD

Though growth of an urban settlement is continuous process yet “Time Span” is adopted for the purpose of preparation of the Master Plan and estimation is made for multi farious requirements for 20 years, that is up to 2001. It is needless to speak that proposals incorporated in the plan cannot be entirely based on the requirement of the plan period alone. The planning area will have to function with efficiency even beyond the plan period.

8.7 FUTURE POPULATION AND CHARACTERISTICS

Master Plan or development plan of an area is prepared mainly on the basis of future population and its characteristics. An accurate asessment of future population for an urban area is not possible as the factors on which the growth depends cannot be foreseen exactly. However, every possible step is taken to work out the future population which is given in demographic chapter.

8.7.1 RESIDENTIAL

The existing developed are under residential use is about 9.729 Sq. km in the Master Plan area. Existing residential areas are mostly developed in scattered ways on one hand and on the other hand on some areas with inadequate facilities and in unhygienic way.

8.7.2 TRADE AND COMMERCE

Diphu serves as the main commercial centre for the Sub-division present rate of land utilization is 1.032 Sq. Km. Land Utilisation rate is sufficient if compared to other towns mathematically. But organized development in respect of population distribution does not exist from this point of view more space for such commercial activities to serve efficiently is needed. And as such provision is made for increase by 0.748 Sq. km.

8.7.3 INDUSTRY

Diphu being an administrative town, its industrial activities seen to play a very insignificant role at the present stage of its development. The total area under this sector is 0.190 Sq km (1.13%). Diphu will maintain its present functional characteristics in the future we do not need much of land under industrial use

This can be supported by the fact that Diphu except in case of forest based is not a potentially industrial place. But if government wants industrial development in this region Diphu may act as the centre to provide facilities and services and also can hold few more industries. It is impossible to make an exact forecast of number of industries which will be established in the plan period. However, it may be possible that Diphu will attract some small and medium forest based and its ancillary industries.

8.7.4 PUBLIC AND SEMIPUBLIC

In context of administrative function the town is still in the formative stage and most of the offices have their own allotted land. The Public and semi Public has been proposed to increase by 0.5 Sq .Km.

8.7.5 TRAFFIC AND TRANSPORTATION

With the increase of population, services, commercial and other activities, traffic and transportation mainly vehicular traffic will also be increased in Diphu, which will create inconvenience in smooth running of vehicles, parking etc. in other words land utilization for transport will not be able to keep pace with the increase in the number of motor vehicles so the width and length should be increased. There is a need of Circular Road or Ring Road in the Master Plan Area.

8.8 AIMS AND OBJECTIVES

The following major aims and objectives have been attempted to achieve by preparing the Master Plan for Diphu.

- A. Integration of various areas with the present town area for expansion of urban activities.
- B. Development of circulation system within the planning area to gear up the functional efficiency.
- C. To give a definite shape of the already acquired urban structure.
- D. Functional disposition by urban use so as to achieve—
 - i. Efficient and judicious utilisation of land.
 - ii. Harmonious and coherent inter-relationship between various uses and activities.
 - iii. Functional distribution of work center and living area, minimum travel distance and increase of efficiency of functioning activities.
 - iv. Compact urban development.

8.9 BASIC AND CONSIDERATION

The studies made in respect of existing land use pattern, traffic and transportation, physiography, housing services, locations of work centres brought out quite a number of significant problems. Existing scope for development has also been revealed by these studies, certain guiding factors have been evolved after studying the problems and scope for development.

- a) Development of a number of shopping centres in different parts of the Planning area to relieve the congestion in the present CBD area which will provide growth of commercial activities.
- b) Encouragement for establishment of small industrial units.
- c) Development of specific areas for social and cultural activities.
- d) Efficient use of Government land.
- e) Development of administrative centres to accommodate various public and semi-public offices.

Page | 39

- f) Provision of proper circulation pattern along with widening of the roads which facilitate safe and speedy transportations.
- g) Provision of Bus Terminus for organized traffic operations.
- h) Provision of direct links as far as possible in between various uses.
- i) Development of urban landscape to retain the scenic beauty of the hill town.
- j) Provision of utilities and scenic in an integrated manner for the whole planning area.

8.10 PLAN CONCEPT

Though in Diphu urban chaos has not yet been reached at an alarming magnitude, already the tendency for haphazard growth has become significant. In this hill town physical barriers often minimize the availability of usable land and constructions are being made wherever convenient land is available. Different activities are also separated by such barriers which to some extent obstruct the social and cultural integration in addition to the causing difficulties in movement.

As most of the major activities are concentrated on the southern and of the town citizens of other parts are facing inconvenience due to the distance as cheaper public transportation system is not available. An attempt has been made to decentralise the major activities for rational distribution of urban facilities.

The physical constraints have largely influenced the growth of Diphu. These constraints have been envisaged in the plan as conservation areas some of which can be used as passive recreational facilities. Provisions of sufficient green belts will help in keeping the character of this hill town in fact in addition to the separation of different uses.

8.11 PROPOSED LANDUSE PATTERN

The future land use pattern of Diphu has been evolved on the following considerations and is shown in the map.

1. Mixed land use particularly in the core area to minimize use of service and to reduce movement.
2. Minimum dislocation of present land use pattern.
3. Inter-relationship between various uses.
4. Hierarchical relationship of activity areas.
5. Decentralise of work centres.
6. Decentralise of commercial activities.

8.11.1 RESIDENTIAL USE

In the Master Plan distribution of residential areas have been made around major work centres. These residential areas have envisaged as self-contained residential entities.

8.11.2 COMMERCIAL USES:

Almost all the commercial activities of Diphu area at present concentrated in and around Daily market area which is C.B.D. of the town. Activities in respect of retail and wholesale trade in this area resulted in extreme congestion. Centralization of both the activities at one end of the town also causing inconvenience to the consumers of the other parts of the town. Though certain small pockets of commercial establishment have been developed in other areas they are not adequate to serve the peoples need.

As the C.B.D will continue to be the main commercial center, the Master Plan Proposes to set up self-contained secondary commercial centres at different parts of the planning area. To relieve the pressure on the congestion in the only daily market, establishment of four (4) daily markets have been proposed at Lorulangso, Rongkhelan,.

In addition to these daily markets self-contained commercial centres have been envisaged in the plan. These shopping centres are designed to meet the daily requirement of the people relieving the dependence on the C.B.D.

In order to set up the proposed daily markets and the commercial center an additional area of 0.219Sq .km is proposed.

8.11.3 CIRCULATION PLAN:

The physical plan of an urban area is not complete without a plan for the transportation system. By evolving an effective circulation system it is hoped that following goals will be achieved in future.

1. A functionally effective circulation system within the Master Plan area for faster movement of people and goods and its effective linkage with the region.
2. To facilitate perfect interactions between the different landuse.
3. Prevention of road accidents and provision of smooth traffic operations by improving the faulty road junctions.

To achieve the above goals the existing roads should be improved suitably in addition to the construction of certain new roads in accordance with the proposed road standard as follows:-

Primary Distributors	--2.2 M. or 60'-80'
Secondary Distributors	--18 M. or 50'-60'
Local Distributors	--11 M. or 30'-40'

The Lumding-Manja Road, which runs from East to West and then straight to North can be considered as the main artery in the existing road network of the Diphu Master plan area. On one side this road leads to Nowgaon via-Doboka and to Dimapur(Nagaland) and Upper Assam and on the other side it

links Diphu with Lumding, As such this is the busiest road in the area and most of the heavy vehicles are plying on this road. But though the average right of way of this road is not quite insufficient (22 meters), the black topped portion is only 6meters wide in average. In the master plan, it is proposed and the width of the black topped portion should be suitably increased to have a 4 lane way.

While Primary and Secondary distributors will carry the major traffic movements between sectors and will also carry the incoming and outgoing traffic, the local distributors will serve the localities.

TERMINAL FACILITIES:

Fast growing of the town has resulted in increase of number of vehicles, particularly passenger busses. The present ASTC Bus terminal will continue to function. The present Bus-station near the railway station needs to be relocated at 6th mile near coffee Board and should be upgraded to a bus terminus (ISBT), besides bus terminus and truck terminus at Diphu -lumding Road and Diphu-Manja Road has been proposed.

MASS TRANSPORTATION:

Considering the extent of the town and the location of varied land uses at different parts, a mass transportation system is an urgent need. At present there is the only mean of movement within the town. A city bus service should be introduced connecting the use zones rationally.

PARKING:

Adequate off-street parking facilities have to provide to avoid traffic congestion on road particularly in the busy areas. Sufficient parking space is to be provided in other areas of concentrated activities.

8.11.4 PUBLIC AND SEMI-PUBLIC:

This category consists of multiple uses like Government and Semi-Government offices of various levels, education and health facilities, Socio-Cultural and religious institutions etc.

It is already mentioned in previous chapter that most of the Government and Semi-Government offices in Diphu are located in a scattered manner. Notwithstanding the above factor, however we can still identify development of an administrative complex comprising of D.C Office, District Council, Settlement Office and Police Reserve.

Extension of existing institutions is being envisaged in a planned manner. Currently we have one Medical college known as Diphu Medical college, Law college and B.Ed College and DIET college, Diphu Polytechnic, ITI, and one District Nurse Training Institute. But it has been decided that as par with other District all facilities in the educational sector shall be constituted for the upliftment and development in the education sector for the entire District of Karbi Anglong and West Karbi Anglong. Hence , academic Institutions (Arts, Science, Commerce, Engineering, Law, Architecture & Planning, Administrative Training Centre, University of Agriculture etc.) has been proposed to set up in both the District.

8.11.5 RECREATION AND OPEN SPACES

Complexities of life in the urban areas necessitation more and more diversified and specified recreational activity area. Its demand although is none too alarming in for this purpose is to be keep reserved. Therefore, with this perspective the following proposals are made in the Master Plan.

a. Parks—

There are 4(four) numbers of parks in the town which are Recreation Park, Arboretum and Taralangso Park and one privately owned Shimomjir Park . Besides 3(three) major parks with the modern facilities are proposed at Dilaji (near the proposed industrial belt). Sarthe Bey Village No. 1 (near the proposed administrative complex) and Diphu-Lumding road (near the Poultry Farm) respectively. The total area covered by all these three parks is 10.12 hectares. There is also one park under the Fishery Department known as Aqua Centric Park near Baptist Church , Diphu.

b. Stadium and Play ground—

In Diphu there is only one organized playground with all facility which is the Stadium Field located at heart of the town. It has been renovated and develop into a full pledged stadium with all modern facilities. Besides, there are 4(four) numbers of departmental grounds within the town. The Master Plan Propose for exclusive use of these grounds are proposed along with the proposed parks at Dilaji and Sarthe Bey.

c. Garden –

There is a botanical garden at Diphu owned by the Forest Department. For better service this is to be enriched with more spaces and playing equipment for children .

d. Conservation—

The town is adequately endowed with natural land forms. It will be useful to enrich the town with environmental and landscaping treatment. For this the existing narrow low lying areas (earmarked in the existing land use map) are to be conserved.

PLAN IMPLEMENTATION:

The efforts for preparation of the Master Plan zoning plans and its adoption by Government will not improve the city life unless sustained efforts are made to enforce as well as implement these plans. For successful implementation of the plan, preparation of development schemes in a phased manner is absolutely necessary. Such schemes in conformity with the Master Plan should be taken up for development of Residential, Commercial, Public-Semipublic areas both existing and areas to be included in future.

CHAPTER 9:**PROPOSED PROJECTION 'BRIEF AND TENTATIVE FUNDING SOURCE****9.1. PRIORITY SECTOR AND PROJECTS:**

For the Master Plan area of Diphu Town 13(Thirteen) main projects can be identified which are:-

1. Bus Terminus at Diphu.
2. Shopping Complex at Diphu.
3. Auditorium Hall .
4. Eco- Friendly Park.
5. Daily & Weekly Market & Over bridge.
6. Truck Terminal .
7. Parking Space at Council work shop opposite Petrol Pump and Public bus Stand .
8. Housing for EWS.
9. Drainage.
10. Environment Conservation .
11. Conservation of Tribal Arts , Culture & Heritage.
12. Academic Institutions (Arts, Science, Commerce, Engineering, Law, Architecture & Planning, Administrative Training Centre, University of Agriculture etc.)
13. Improvement of cremation ground.
14. Circular Road.
15. Truck & Bus Terminus at Lumding Road and Diphu Manja Road.

These Fifteen projects could up lift the development and growth of Diphu Town. Creating a smooth and hassle free socio-economic life for the residents of Diphu Town along with infrastructure development.

9.2 Fund Requirement:

The tentative source of funding for the above mentioned projects are:- AMRUT, Infrastructure Development Fund, Entry Tax, SOPD, Grant-in-aids both Central & State Govt. and State Finance Commission.

	(Rupees in Crores)
1) Bus Terminus at Diphu -----	Rs 8.00
2) Shopping Complex at Diphu -----	Rs 10.00
3) Auditorium Hall -----	Rs 8.00
4) Eco- Friendly Park -----	Rs 7.00
5) Daily & Weekly Market & Over bridge. -----	Rs 15.00
6) Truck Terminal -----	Rs 9.00
7) Parking Space at Council work shop opposite Petrol Pump and Public bus Stand -----	Rs 20.00
8) Housing for EWS -----	Rs 10.00
9) Drainage & Sewerage -----	Rs 40.00
10) Environment Conservation -----	Rs 10.00
11) Conservation of Tribal Arts , Culture & Heritage -----	Rs 10.00
12) Academic Institutions(Arts, Science, Commerce ,Engineering , Law, Architecture & Planning, Administrative Training Centre , University of Agriculture etc.) -----	Rs 40.00
13) Improvement of Cremation Ground -----	Rs 4.00
14. Circular Road. -----	Rs 50.00
15. Truck & Bus Terminus at Lumding Road and Diphu Manja Road. --	Rs 30.00
Total:	Rs. 271.00

CHAPTER 10:**DISASTER PLAN****10.1. Introduction:**

A disaster is the output of a hazard such flood, earthquake, landslide or cyclone coinciding with a vulnerable situation, which may include communities, cities, towns or villages. Without vulnerability or hazard there is no disaster. A disaster happens when vulnerability and hazard meet.

Diphu Town is located in the hilly district of Karbi Anglong and is prone to many hazards like Flash Flood, Earthquake, Landslide and Cyclone along with man-made disaster like rail-road accidents, terrorism, riots, ethnic clashes etc.

10.2 Flood: The major natural hazard in the town is flood. The town receives heavy rainfall during the monsoon and as a result the rivers get inundated and the nearby areas experiences flash flood due to rain in the nearby hills. The major rivers in the town which causing flood are:- 1) Diphu River 2) Dharamnala River and 3) Lorulangso River.

TABLE NO. 15: RAINFALL DATA

RAINFALL IN MILLIMETER (MM)													
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
2010	0	6.2	34.4	93.4	162.2	236.2	294.6	205.2	305.7	129.5	0	8.4	1475.8
2011	23	13.2	39.5	67.4	164.4	297.4	101.8	141.2	201.6	19.8	0	0	1069.3
2012	24.4	2.2	2.2	65.7	53.8	435.3	202.5	148.4	195.1	150.9	15.6	0	1296.1
2013	0	6.2	51.9	24.5	203.4	226.8	199.9	213.8	214.6	66.8	0	0	1207.9
2014	0	19.2	24.9	15	91	151.3	284.5	105.4	144.5	41.1	0	0	876.9
2015	15.4	4.2	8.2	111.5	139.3	224.7	141.5	131	159.8	68	11	22	1036.6
2016	23	4.2	8.8	88.9	205.8	182.2	160.8	214.6	232.2	73.4	107.6	6.4	1307.9
2017	0	3.2	82.9	239.7	125.6	156.3	293.6	175.9	107.4	133	11	14	1342.6
2018	24.4	20.8	23.4	27	94	242.3	192	307.2	82.6	39.2	18.8	36.9	1108.6
2019	45.7	105.2	8.2	111.5	139.3	278	202	292.6	157.2	295.5	6.1	0.9	1642.2

Source: Regional Agriculture Research Station 2019.

10.3 Earthquake: Diphu Town has not experienced any major earthquake yet except few mild tremors occasionally. But the entire town is very much vulnerable to earthquake due to its weak geography and fragile geomorphology being in the most dangerous Seismic Zone i.e Zone (V). The difficult terrain and arduous communication has made it hazardous to earthquake. The whole town is sitting on the bed of limestone and hence very fragile. The soil is very much unstable here and hence needs special attention to structures and construction. It is to be mention here that 90% of P.W.D. building are Assam Type and only 10% are RCC building in the town.

10.4 Landslide: though the town is located in hilly terrain there has been no past history of major landslide. But it is vulnerable to landslide due to its weak soil structures. Road erosion and road dumping is a common phenomenon in the town and normal life is distorted due to communication. Further many road accidents take place due to the road dumping cases.

10.5 Cyclone: Being a hilly place the town is vulnerable to seasonal cyclone between the months March-May. The entire town may face destruction due to cyclone like uprooting of trees, devastation of houses, communication distortion, damage to the paddy fields etc.

10.6 Rail-Road Accidents: National Highway 36 and 37 covers the district and the district is connected from headquarter Diphu to the Golaghat District, Dimapur, Luming, Guwahati, Nagoan and Tezpur. Due to the weak of soil structure the roads in the districts get easily eroded or dumping occurs on the roads. Again the places are hilly and driving here is not easy, hence the district is vulnerable to road accidents and the road side population is more prone to accidents. The N.F Railway passes through the district and touches the boundary of the district. As there are many militant groups in the District the Railways need protection along same part of the District.

10.7 Other Manmade Disaster: The town has already experienced a series of ethnic clashes, riots, terrorist attack, bomb blast in the past with heavy loss of life and property. Again the district shares boundaries with Meghalaya and Nagaland State which increases the vulnerability of the border areas. There are 11 nos. of border out post in the district to look after the situation and more focus is needed to tackle any unwanted situation.

10.8 Standard Operational Procedure: The town is vulnerable to hazards like Flood, earthquake, landslide, cyclone including manmade disaster like rail-road accidents, terrorism, riots etc. The weak geology, difficult terrain and arduous communication has made the town more vulnerable to hazards. So the department plan has been designed as per the present need and the major strategies towards preparedness, mitigation, response, rehabilitation and development to any disaster. Standard Operating Procedures (SOP) is an important mechanism which will play an important role in multi hazard management plan. Standard Operating Procedures is designed to make the department alert. It highlights the role and responsibilities during, after and normal time of the disaster.

10.9 Pre-Disaster Preparedness

The Fire Services department being the nodal agency for disaster management, should identify vulnerable areas e.g. areas with high density and poor accessibility in the city and propose suitable measures. The department should make people aware about after effects of disaster particularly school children through mock drills in school, media campaigns and advertisements about emergency procedures and location of emergency shelters etc. Mock drills need to be done also in Government and public offices from time to time.

10.10 Post disaster Preparedness

It has been observed that any disaster is generally followed by break down of communication lines and disruption of essential services. Also the district is vulnerable to various terrorist groups. Therefore, the key communication centres should be safely located to be free from natural disasters e.g. flood, fire, earthquake or any other emergency situation

10.11 Objectives of the plan:

1. To mitigate impact during disasters through preparedness.
2. It will help to bring together the information related to equipment, skilled manpower and critical supplies availability from the department.
3. Role and responsibilities of the officers & staffs can be detected at the time of Flood/Storm disaster.
4. To disseminate factual information in a timely, accurate and tactful manner while maintaining necessary confidentiality.
5. To develop immediate and long-term support plans for vulnerable people in/during Flood/Storm disasters.

Figure No 10: Proposed Zoning Map of Diphu Master Plan area.

CHAPTER 11:**ZONING REGULATION****11. 1 SCOPE :**

- 11.1.1.** The Schedule lays down regulations for the use of land and buildings built thereon consistence with maintaining minimum standards of density of buildings, protection of open spaces, sanitation and environmental hygiene.
- 11.1.2.** The Zoning Regulations should be read in conjunction with the zones proposed in the Master Plan.

11.2 DEFINITION:

For the purpose of these regulations, the following definition shall apply.

- 11.2.1.** Words used in the present tense shall include the future; the singular number also includes the plural and the plural also the singular.
- 11.2.2.** “Agriculture” includes horticulture , farming , growing of crops , fruits vegetable , flowers grass , fodder , tress of any kind of cultivation of soil , breeding and keeping of livestock including cattle , horse ,donkeys mules , pigs , fish , poultry and beast the use of land which is ancillary to the farming of land or any other agriculture purpose ,but shall not include the use of any land attached to the building for the propose of a garden to be used along with such buildings and “Agriculture “ shall be construed accordingly .
- 11.2.3.** “Authority” shall mean the local , regional or any other “Authority” appointed by the State Government for the purpose of administering the Act. Unless otherwise appointed by the State Government the Authority in the case of Municipal Areas shall be taken to mean the Municipal Board for the area constituted under the Assam Municipal Act. 1956 (Assam Act XV of 1957) .
- 11.2.4.** “Boarding House “means a building or part of a building in which is carried on wholly or partially the business of the supply of meals to the public or a class of the public for consumption in the premises.
- 11.2.5.** “Building” ant construction for whatsoever purpose and of whatsoever materials construction and every part thereof whether used as human habitation or not and includes foundation , plinth wall , chimneys , drainage works , fixed platforms , verandah , balcony , cornice of projection , par of building or anything affixed thereto or any wall enclosing or intended to enclose any land or space .
- 11.2.6.** “Building of Accessory Use “- a subordinate building , use of which is incidental to that of a principal building on the same plot such as garage , coal or woodshed , peon’s quarter , etc .

- 11.2.7.** “Building Height of “ – the vertical distance measured , in the case of flat roofs from the average level of the centre line of the adjoining street to the highest point of the building adjacent to the street wall , and in the case of pitched roofs, upto the point where the external surface of the outer wall intersects the finished surface of the sloping roof and in the case of gables facing the road , the mid-point between the eaves level and level the ridge , Architectural features serving no other function except that of decoration shall be excluded for the purpose of taking heights . If the building does not abut on a street, the height shall be measured above the average level of the ground and contiguous to the building.
- 11.2.8** “Building Set Back”- the distance by which any building or structure shall be separated from the boundary lines of the plot.
- 11.2.9** “Clean Industry”- industries which do not throw out any smoke, fume, noise, offensive odour harmful industrial wastes and employing not more than 10 workers with or without power.
- 11.2.10.**“Commerce”- means carrying on any trade , business of professional sale or exchange of goods of any type whatsoever , and includes the running of with a view to make profit, Hospitals , Nursing Homes , infirmaries , education institutions and also includes hostel, clubs , theatres , restaurants , boarding house not attached to any educational institution, series and “Commercial” shall be construed accordingly .
- 11.2.11.**“Commercial Use”- includes the use of any land or building or part thereof for purpose of commerce as defined or for storage of goods, or as an office, whether attached to industry or otherwise.
- 11.2.12.**“Coverage”- is the percentage ratio of the plinth area of the main and accessory buildings to the total area of the plot.
- 11.2.13.**“Customary Home occupation”- means occupation other than that of operating an eating or drinking place offering services to the general public carried on by a member of the family residing on the premise and in accordance with which there is on display that will indicate from the exterior that the building is being utilized in whole or in part for any purpose other than that as a dwelling and in connection with which an article or service is sold or held up for sale except that produced by a member of the family residing on the premises and no mechanical equipment is used except as is customary for purely domestic or household purpose .
- 11.2.14**“Development” means the carrying out of building, engineering, mining or other operations in on over or under the land, or making of any material change in the use of any building or of land.

Provided that the following operations or uses of land shall not be deemed for the purposes of these Regulations to mean Development of the land, that is to say _

- (a) The carrying out of works for the maintenance , Improvement or other alteration of any building being works which affect only the interior of the building or which do not materially affect the use and the external appearance of the building ;
- (b) The carrying out by a local or statutory authorities of any works required for the maintenance or improvement of road , being works carried out on land within the boundaries of the road :
- (c) The carrying out by local authority any works for the purposes of inspecting , repairing or renewing any sewers , main pipes , cables or other apparatus including the breaking open of any street or other land for that purpose:
- (d) The use of any building or other land within the cartilage of a dwelling house for any purpose incidental to the enjoyment of the dwelling house as such.

11.2.15.“Development Schemes”- means the scheme for the development or redevelopment or improvement of the Diphu master plan Area or any part thereof.

- 11.2.16.**“Dwelling”- a building or a portion thereof which is designed or used wholly or principally for residential purpose. This shall not include boarding or rooming house, tents, tourist camps, hostel or other structures designed or used primarily for transient residents.
- 11.2.17.**“Family”- a group of individuals normally related in blood or connected by marriage living together as a single house- keeping unit and having a common kitchen. Customary domestic servants shall be considered adjunct to the term ‘Family’.
- 11.2.18.**“Floor Area”- shall mean useable covered area of a building at any floor level.
- 11.2.19.**“Floor Area Ratio (FAR)”- means quotient obtained by dividing the total covered area (plinth area) on all floors by the area of the plot. Multiplied by 100.
$$\text{FAR} = \frac{\text{means covered area of all floors} \times 100}{\text{Plot area}}$$
- 11.2.20.**“Hotel”- means a building or a part of a building used as a lodging and boarding house.
- 11.2.21.**“Industry”- includes the carrying of any manufacturing process as defined in Factories Act, 1984; and “industry” shall be constructed accordingly.
- 11.2.22.**“Industry use”- includes the use of any land or building or part thereof for industry as defined.
- 11.2.23.**“Light Industry”- industries which do not throw out excessive smoke noise , offensive odour or harmful industrial wastes , employing not more than 100 workers and using power of not more than 100 H.P. such industries ,except in the case of foundries and smithies do not consume any solid fuel .
- 11.2.24.**“Lodging House”- means a building or a part of building used for the reception of guests and travellers desirous of staying or sleeping therein.
- 11.2.25.**Medium industry “- medium industries are those which employ more than 100 workers and may use any kind of motive power of fuel, subject of course to toxious features. Factories which are classified as heavy industries under the Factories Act do not come under this category.
- 11.2.26.**“Non-Conforming building or use”- a building structure or use of land existing at the time of commencement of these regulations and which do not conform to the regulations pertaining to the zone in which it is situated .
- 11.2.27.**“Occupier” includes—
- (a) a tenant ;
 - (b) an owner in occupation of , or otherwise using his land ;
 - (c) a rent free tenant of any land ;
 - (d) a licensee in occupation of any land ; and
 - (e) any person who is liable to pay to the owner damage for the use and occupation of any land ;
- 11.2.28.**“Open Space” – means any land whether enclosed or not on which not more than one twentieth part is covered with building and whole of the remainder has been laid out as a public garden or used for purpose of recreation or lies waste and unoccupied .
- 11.2.29.**“ Owner”- includes a mortgagee in possession , a person who for the time being is receiving or is entitled to receive , or has received , the rent or premium for any land whether on his own account of or on behalf or for benefit of any other person or as an agent , trustee , guardian or for any other person or for any religious or charitable institution , or who would so receive the

rent or premium or he entitled to received the rent or premium if the land where let to a tenant; and includes the Head of a Government of. General Manager of a Railway , the Secretary or other Principal officer of a Local Authority , Statutory Authority or company , in respect of properties under their respective control .

11.2.30 “Parking Space”- means an area enclosed or unenclosed sufficient in size to store one or more automobiles or any other conveyance together with a driver way connecting the parking space with a street , or alley and permitting ingress or egress of all such conveyances .

11.2.31 “Plinth”- means the portion of a structure between the surface of the surrounding ground and surface of the floor, first above the ground.

11.2.32 “Plinth Area”- means the built up covered area measuring at the floor level of the basement or of any story.

11.2.33 “Plot” – a piece of land occupied or intended for occupancy by a main building or use together with its accessory building and uses customary and incidental to it , including the open spaces required by these regulations and having frontage upon a street or upon a private way that has officially being approved by the competent authority .

11.2.34 “Plot Width”- the shorter distance from one side of the plot line to the other measured through that part of the plot to be occupied by the building.

11.2.35 “Prescribed” - means prescribed by rules and regulations under the Assam Town and Country Planning Act 1959 (as amended).

11.2.36 “Public and Semi-Public Place”- means any place or building which is open to the use and enjoyment of the public , whether it is actually used or enjoyed by the public or not , and whether the entry is regulated by any charge or not .

11.2.37 “Repairs”- means any renovation applied to any structure, which does not in any way changed the specification of the structure but saves the structure from further deterioration.

11.2.38 “Residence”- includes the use for human habitation of any land or building or part thereof including gardens , grounds , garages , stables and out houses , if any appertaining to such building and ‘residential’ shall be construed accordingly .

11.2.39 “Required Open Space”- the space between the plot lines and the minimum building set back lines.

11.2.40 “Roads or Street”- any highway , street , lane path way , alley , stairway , passage way , carriage-way ,footway , square place or bridge , whether a thoroughfare or not over which the public have a right of passage or access or have passed and had access uninterruptedly for a specified period , whether existing or proposed in any scheme and includes all bunds , channels , ditches , storm water ,drains , culverts , sidewall , traffic island , roadside trees and hedges , retaining walls , fences , barriers and railway within the road lines .

11.2.41 “Service Industry” industries which are not engaged in the manufacture of goods or articles, but are mainly concerned with repairs, maintenance, servicing and or other jobbing work.

11.2.42 “Set back line” means a line usually parallel to the plot boundary and laid down in each case by the authority beyond which nothing can be constructed towards the plot boundary.

11.2.43 “Site”- of a building includes not only the land actually covered by the building but also the open spaces around the building required under these rules.

11.2.44 “Storey” the portion of a building included between the surface of any floor and the surface of the floor next above it or if there be no floor above it, then the space between any floor and the ceiling next above it.

When measured, the height of a habitable basement extending at least 5 feet above ground level or a habitable attic shall be counted as storey.

11.2.45 “Street line”- means the line defining the site limits of a street.

11.2.46 “Structure” any combination of material including building constructed or erected the use of which requires location on the ground including among other things, signs, signboards, fences and wall that are more than three feet height.

11.2.47 “To Abut”- means to abut on a road such that any portion of the building is facing the road boundary.

11.2.48 “To construct” means to erect, re-erect, and make material alterations.

11.2.49 “to Erect” to construct a building for the first time or to re-construct existing building after demolishing it according to some fresh or revised plans.

11.2.50 “Total floor area” – the area of all floors of a building including habitable attics and basements.

11.2.51 “To make Material alteration”- to make any modification in any existing building by ways of an addition or alteration, or any other change in the roof window, door, compound, sanitary and drainage system in any respect whatsoever, Opening of a window and providing inter communication doors shall not be considered as material alterations. Similarly modification in respect of gardening, wheel washing, painting, retailing and other decorative works shall not be deemed to be deemed to be material alterations, it further includes:-

- (a) Conversion of a building or any part thereof for human habitation as one dwelling house into more than one dwelling house and vice-versa;
- (b) Conversion of a building or a part thereof suitable for human habitation into a dwelling house or vice-versa;
- (c) Conversion of a dwelling house or a party thereof into a shop, warehouse or factory or vice-versa.
- (d) Conversion of a building used intended to be used for one purpose such as shop, warehouse or factory, etc. Into one or another purpose.

11.2.52 “To Re-erect” – to construct for a second time or subsequent time a building or part of a building after demolishing it on the same plan as has been previously sanctioned.

11.2.53. “Water Course:- means a natural channel or an artificial one formed by draining or diversion of a natural channel meant for carrying storm water either from a single property or several properties draining thereof in combination .

11.2.54. “Warehouse”- means a building the whole or substantial part of which is used or intended to be used for the storage of goods whether for keeping or for sale or for any similar purpose but does not include a store room attached to , and use for the proper functioning of a shop .

11.2.55. “Yard”- means an open space at ground level between a building and the adjoining lines of the plot unoccupied and unobstructed except by encroachment or structures specifically permitted by these byelaws on the same plot with a building. All yard measurement shall be the minimum distance between the front, rear and side yard- plot boundaries, as the case may be, and the nearest point of the building including enclosed or covered porches. Every part of every yard shall be accessible from every other part of the same yard.

11.2.56. “yard front” – means a yard extending across the front of a plot between the side yard lines and being the minimum horizontal distance between the street line and the main building or any projection thereof other than steps , unenclosed balconies and unenclosed porches .

11.2.57 “yard rear” – means a yard extending across the rear of a plot measured between a plot boundaries and being the minimum horizontal distance between the rear plot boundary and the rear of the building or any projection other than steps. Unenclosed balconies or unenclosed porches. In a corner plot the rear yard shall be considered as parallel to the street upon which the plot , has its least dimension . In both the corner and interior plots the rear yard shall be at the opposite end of the plot from the front yard .

11.2.58 “Yard side “ – means a yard between the building and the side line of the plot and extending from the front line to the rear of the plot and being the minimum horizontal distance between the side boundary line and the sides of a building of any other projections other than stops unenclosed balconies or unenclosed porches .

The Diphu Master Plan area is hereby divided in to the following six zones shown on the accompanying Zoning Map which together with all explanatory matters thereon , is hereby declared to be a part of these regulations .

11.3. CLASSIFICATION OF ZONES AND ESTABLISHMENT OF ZONING MAP.

11.3.1. The zones designated under 3.1 may be further

Where non-conforming use status applied to a structure and premises in combination, removal or destruction of the structure shall eliminate the non-conforming status of the land.

- a) Low Density
- b) Medium Density
- c) High Density
2. Commercial Zones.
3. Industrial Zones –
 - (a) Light Industry
 - (b) Medium Industry
4. Public and Semi-public Zone
5. Recreational and Open Space Zone –
6. Green Belt Zone.

- 11.3.2** The Zones designated under 3.1 may be further divided into sub-zones by the authority where it deems it expedient, the designation of such sub-zones being dependent on the special use to which each such sub-zones is being utilized.
- 11.3.3.** Zone boundaries of each zone shall be as established in the zoning Map of the Diphu Master plan area and a copy of which shall be located in the office of the local authority in a place easily accessible to the public which be the final authority as to the current zoning status of land and water area building and other structure in the Diphu Master Plan area.
- 11.3.4.** Interpretation of zone boundaries – where uncertainly exists as to the boundaries of zones as shown on the zoning Map, the following result shall apply:-
- (a) Boundaries indicated as approximately following the centre lines of streets, highways or alleys shall be construed to follow such centre line .
 - (b) Boundaries indicated as approximately following established plot boundaries shall be construed as following such plot boundaries .
 - (c) Boundaries indicated as approximately following the centre lines of streams, river cannels , lakes or other bodies of water shall be construed to follow such centre lines.
 - (d) Boundaries indicated as parallel to or extension or features indicated in sub-sections (a) to (c) above shall be so construed distances not specially indicated on the zoning Map shall be determined by the scale of the map .
 - (e) Where physical or cultural features existing on the ground are at variance with those shown on the zoning Map , or in other circumstances not covered by sub-section (a) through (d) alone , the Director of Town & country planning shall interpret the zone boundaries.
- 11.3.5.** No changes of any nature shall be made in the zoning Map except in conformity which the procedures set forth in these Regulations. Any unauthorized change of whatever kind by any person shall be considered a violation these Regulations and punishable as provided under clause 16 of these Regulations.
- 11.3.6.** Regardless of the existence of purported copies of the official zoning Map which may from time to time be made or published, the official zoning Map which shall be located in the office of the local authority in a place easily accessible to the public shall be the final authority to the current zoning status of land and water areas, building and other structures in the planning area.
- 11.4. Application of zoning regulation:**
- 11.4.1.** The requirement of this Regulation within each zone shall be the minimum requirement and shall apply uniformly to each class or kind of structures or land except as hereinafter.
- 11.4.2.** No building, structure, or land shall hereafter be used or occupied and no building or structure or part of the building shall hereafter be erected, re- erected or materially altered unless in conformity whit al of the regulations herein specified for zone in which it is located.
- 11.4.3.** No building or other structure shall hereafter be erected re-erected or materially altered.
- (a) To exceed the height.
 - (b) To accommodate or house a greater number of families.

- (c) To occupy a greater percentage of plot area.
 - (d) To have narrower or smaller rear yards, front yards, side yards or other open spaces than herein required, or in any other manner contrary to provisions of these regulations.
- 11.4.4.** No part of a yard or other space, or off street parking or loading space required about or in connection with any building for the purpose of complying with this regulation shall be included as part of a yard, open space, or off street parking or loading space similarly required for any other buildings.
- 11.4.5.** No yard or plot existing at the time of coming into force of these regulation shall be reduced in dimension or are below the minimum requirements set forth herein ; yard or plots created after the effective date of these regulations shall meet at least the minimum requirement established by these Regulation .
- 11.4.6.** Non-conforming plots, non-conforming uses of land, non-conforming structures and non-conforming use of structure and premises;
- 11.4.6.1.** Within the zones established by these regulations or amendments that may later be, adopted therein existing plots, structures and uses of land and structures which were lawful before these regulations came into force or were amended, by which would be prohibited, regulated, or restricted under the terms of these regulations or future amendments, shall be permitted to continue until they are removed. Such uses are declared by these regulations to be incompatible with permitted uses in the zones involved. Such non-conformities shall not be enlarged, upon, expanded or extended nor be used as grounds for adding other structures or uses prohibited elsewhere in the same zone.
- 11.4.6.2.** A non-conforming use of a structure, a non-conforming use of land or a non – conforming use of a structure and land shall not be extended or enlarged after coming into force of these regulations by attachment on a building or premises of additional signs intended to be seen from off the premises , or by the addition of other uses of a nature which would be prohibited generally in the zone involved .
- 11.4.6.3.** Nothing in these regulations shall be deemed to require a change in the plans, constructions, or designated use of any building on which actual construction was lawfully begun prior to the coming into force of these regulation and upon which actual building construction has been diligently carried on. Actual construction is hereby defined to include the placing of construction materials in permanent position and fastened in a permanent manner; except that where demolition or removal of an existing building has been substantially begun preparatory to rebuilding as demolition or removal shall be deemed to be actual construction provided that work shall be diligently carried on until completion of the building involved.
- 11.4.6.4.** If two or more plots or combinations of plots and portions of plots with continuous frontage in single ownership are of the record at the time of coming into force or amendment of the regulations and if all part of the plots do not meet the requirement for plot width and area as established by these regulations , the land involved shall be considered to be an undivided parcel for the purposes of these regulations and no portion of said parcel shall be used or sold which do not meet plot width and area requirements established by these regulations , nor shall any division of the parcel be made which leaves the remaining plot with width or area below the requirements stated in these regulations .

11.4.6.5.Non-conforming uses of land – Where on the date of coming into force of these regulations or amendments thereto lawful use of land exists that is made no longer permissible under the terms of these regulations as enacted or amended such use may be continued , so long as it remains otherwise lawful , subject to the following provisions :-

- (a) No such non-conforming use shall be enlarged or increase, nor extended to occupy a greater area of land than was occupied on the date of coming into force of these regulations or amendments thereto.
- (b) No such non-conforming use shall be moved in whole or in part to any other portion of the plot or parcel occupied by such use on the date of coming into force of these regulations or amendments thereto.
- (c) If any such non-conforming use of land ceases for any reason for a period of more than 30 days any subsequent use of such land shall conform to the requirements specified by these regulations for the zone in which such is located.

11.4.6.6. Non-conforming structure – where a lawful structure exists on the date of coming into force of these regulations or amendments thereto that could not be built under the terms of these regulations by reason of restriction on area, plot coverage, height yards or other characteristics of the structure of its location on the plot such structure may be continued so long as it remains otherwise lawful, subject to the following provisions:-

- (a) No such structure may be enlarged or altered in a way which increases its non-conformity.
- (b) Should such structure be destroyed by any means to an extent of more than 50 percent of its replacement cost at the time of destruction. It shall not be re-constructed except in conformity with the provisions of these regulations,
- (c) Should such structure be moved for any reason for any distance whatever, it shall thereafter conform to the requirements for the zone in which it is located after it is moved.

11.4.6.7.Non-conforming uses of structures- If a lawful use of a structure, or of structures and premises in combination, exists on the date thereto of coming force of these regulations or amendments that would not be allowed in the zone under the terms of these regulations the lawful use may be continued so long as it remains otherwise lawful subject to the following provisions:-

- (a) No existing structure devoted to a use not permitted by these regulations in the zone in which it is located shall be enlarged, extended, constructed, re-constructed, moved or structurally altered except in changing the use of the structure to use permitted in the zone in which it is located;
- (b) No such non-conforming use shall be enlarged or increased or extended to occupy a greater area of the building that is occupied by such use the time of coming into force of these regulations or amendments thereto;
- (c) Any structure, or structures and land in combination, in or on which a non-conforming use is superseded by a permitted use, shall thereafter conform to the

requirements of these regulations for the zones in which such structure is located, and the non-conforming use may not there-after be resumed; when a conforming use of a structure, or structures and premises in combination is discontinued or abandoned for six consecutive months or for 18 months during any three year period, the structure or structures and premises in combination, shall not thereafter be used except in conformance with the regulations of the zone in which it is located.

11.4.6.8. Repairs and Maintenance – One any building devoted in whole or in part to any non-conforming use, work may be done in any period of 12 consecutive months on ordinary repairs, or on repair or replacement of non-load-bearing walls, fixtures, wiring or plumbing, to an extent not exceeding 10 percent of the current replacement value of the building, provided that the cubic contents of the building as it existed at the time of coming into force of these regulations or amendments thereto shall not be increased.

Nothing in these regulations shall be deemed to prevent the strengthening to a safe condition of any building or part thereof declared to be unsafe by any official charged with protecting the public safety upon order of such official.

11.4.6.9. Uses under Exception Provision not non-conforming uses – Any use for which a special exception is permitted as provided in these regulations shall not be deemed a non-conforming use, but shall without further action be deemed a conforming use, in the zones in which it is permitted.

11.4.7. “Accessory Use”- the term Accessory use shall not include:-

- (a) Any use not on the same plot, with the use to which it is accessory, unless authorized by the authority;
- (b) Any use not customarily incident to a permitted use;
- (c) Any use detrimental to the neighbourhood by reason of emission of smoke, noise, odour, vibration, dust or fumes;
- (d) Storage of more than two commercial automobiles except on an agricultural piece of land;
- (e) A secondary dwelling on the same plot with a main dwelling, unless each building shall have at least the open space and equivalent plot size as required by Clause 4.8;
- (f) Advertising signs excepting signs not more than 10 sq.ft. or 0.9 sq.m in total area pertaining to the lease, sale or use of a plot or building on which they are placed. On a plot occupied by a dwelling there shall not be more than two signs with a total area of 2 square feet or 0.18 sq.m. per sign for each family house;

11.4.8. Yards and Open Spaces:--

- (a) Each structure hereafter erected, re-erected or materially altered shall be provided with specific front, side and rear yard;
- (b) On plots occupied by building only, not exceeding 30 percent of the rear yard may be occupied by one storied building of accessory use;
- (c) Special type of Building- Subject to the requirements of set-backs from prescribed street lines and side and rear yards under the representative Rules no building used

for Theatres, Cinema Halls, Concerts or Assembly Halls, Stadium, buildings intended for Religious worships, Hospital or Dispensary buildings, Markets, Exhibition Halls or Museum and other such buildings shall have an open space of not less than 25 ft. or 7.5 m. from the front boundary and 15 ft. ,or 4.5.m. from the side and near boundaries of the plot on which such building are construction.

11.4.9. Visibility at Intersections in Residential Zone- On corner plot in any residential zone nothing shall be erected, placed, planted or allowed to grow in such a manner as materially impede vision between a height of two and half and ten feet above the centre line levels of the intersecting streets in the area bounded by the street lines of such corner plot and a line joining points along said lines 50 ft. or 15.0 m. from the point of the intersection.

11.4.10. Building abutting two or more streets- When a building abuts two or more streets the se-backs from the streets shall be such as if the building was fronting each such street.

11.4.11. Means and Access:-

- (a) No building shall be constructed on any plot for any-use where there is no means of access to such plot;
- (b) Notwithstanding anything prescribed in the Master Plan the widths of such access or lanes, roads etc. to one individual plot or plots whether private or public shall be prescribed by the Authority;

11.4.12. The authority may prescribe a line on one or both sides of any public or private road or street and no person shall construct, re-construct or materially alter any portion of any building or structure on land within such prescribed street line.

11.4.13.1. If any building or structure or part of a building or structure abutting on a public or private road or street is within such line of the street, the Authority may required such building or structure to be set-back beyond such prescribed line to a distance as prescribed in these regulations, whenever it is proposed:-

- (a) To re-build such building or structure or to take sown such building or structure;
- (b) To remove, re-construct or make any addition to or structure alteration in any portion of such building or structure which is within such regular prescribed street line.

11.4.13.2. When any building or structure or any part thereof within the prescribed line of street falls down or is burnt down or is taken down the Authority may at one take possession of the portion of land within the prescribed line of street previously occupied by the said building or structure and if necessary clear the same under the provisions of the Assam Town and Country Planning Act,1959 (as amended)

11.4.14. Land Subdivision and Layouts- Except as otherwise provided, no land will be developed or sub-divided and no layouts on land shall be prepared, altered, done or executed unless in conformity with these regulations herein specified for the zones in which the land is located.

11.4.15. Fences, walls and hedges- Notwithstanding any other provision in these regulations, fences, walls and hedges may be permitted in any required yard, or along the edge of any yard provided that no fence, wall or hedge along the sides or front edge of any front yard shall be over 3 ft. or 0.9 m. in height:

11.4.16. Off-street parking space for Motor Vehicles, Scooters and Cycles-

- (a) Off-street parking space shall be provided on any plot on which the uses specified in the Table –I are hereafter established; such parking space shall be provided with adequate vehicular access to a street.
- (b) Each off-street parking space provided shall not be less than 18 Sq.m. (200 Sq.ft.), 3 Sq.m. and 1 Sq.m. of area for car scooter and cycles respectively. The area of drives, aisles and such other provisions required for adequate access shall not be counted as the part of area specified for parking.
- (c) Off-street parking space provided shall be not less than the minimum requirements specified in the Table – I for each type of use;
- (d) If a vehicle parking space required by these regulations is provided in parking areas by groups of property owners for their manual benefit, the Authority may construe such use of this space as meeting the off-street parking requirements of these regulations.
- (e) If off-street vehicle parking space cannot be reasonably provided on the same plot on which the principal use is conducted the Authority may permit such space to be provided on their off-street property, provided such space lies within 400 feet or 12.0 m: of the main entrance to such principal use. Such vehicle parking space shall be deemed to be required open space associated with the permitted use and shall not therefore, be reduced or encroached in any manner;

11.5. REGULATIONS FOR DIFFERENT ZONES.

- 11.5.1.** Regulations for different zones regarding minimum size of plots, minimum set-backs of the building or structure from the prescribed street line, maximum coverages etc. shall be as follows-

REGULATIONS FOR DENSITY, COVERAGE, FLOOR AREA RATIO AND SET BACK FOR DIFFERENT ZONES.**11.5.1.1. Residential Use Zone-**

(i) Plot size_

Density	Area in Sq.ft.	Area in Sq.mt.
Low	5.760	535.88
Medium	4.320	401.76
High	2.880	268.84

In case of low cost housing for low income group and slum re-housing the minimum plot size could be 1800 sq.ft.

10 Plot Coverage

Density	Maximum Coverage	Maximum F.A.R.
Low	40.p.c.	75
Medium	45.p.c.	100
High	50.p.c.	125

(ii) set-back line_

- (a) Front set-back- minimum set-back for all types of buildings is 15 ft.unless it is specified for particular street;
- (b) Side and Rear set-back- Minimum side set-back and rear set-back for all individual plot are 5ft and 10 ft. respectively

11.5.1.2. Government Offices_ In order to achieve architectural composition and intensive use the following provisions are stipulated.

Maximum F.	125
Maximum Coverage	50 p.c.
Maximum Covered parking	10 p.c.
Minimum Front se-back	20 ft.
Minimum side and rear set-back	10 ft.

11.5.1.3. Commercial Use Zone-

Minimum individual plot size for commercial use	....	1250 sq.ft. (116.25 sq.m.)
Maximum F.A.R.	....	200
Maximum Ground floor coverage including 5 p.c. for covered garage for cars and cycle	....	70 %
Coverage for second floor and above	....	50 %
Minimum front set-back unless it is specified for particular street.	....	10 ft.
Side set-back	....	3 ft.
Rear set-back	....	10 ft.

Set-back for Market complex-		
Minimum front set-back from Major Road	....	30 ft.
Side and rear set-back	....	10 ft.
Maximum coverage including 5 p.c.coverage garages	....	50 %
F.A.R.	....	300
Set-back for ware-housing,storage,etc.-		
Front	....	20 ft.
Side	....	10 ft.
Rear	....	15 ft.
Coverage	....	70 %

11.5.1.4. Industrial Zone-

Sl.No.	Requirements	Light Industry	Medium Industry
1.	Minimum size of plot	8,000 sq.ft (744.00 sq.m.)	20,000 sq.ft. (1.860 sq.m.)
2.	Minimum set-back		
	Front	20 ft.(6 m.)	30 ft.(9 m.)
	Side	10ft.(3m.)	15 ft.(4.5m.)
	Rear	20 ft.(6 m.)	20 ft.(6 m.)
3.	Maximum Coverage	45 %	55 %
4.	Maximum F.A.R.	100	75

N.B. If any structure or building is permitted in the Industrial Zone for human habitation under the provision of these rules the yard condition shall be same as prescribed for high density residential zone.

11.5.2. Regulations for different zones regarding use permitted, uses permissible on appeal to the authority and uses prohibited shall be as follows-

11.5.2.1. Regulations for Residential Zone-

11.5.2.1. A Use permitted-

- (a) Dwellings;
- (b) Churches, temples, mosques and other places of worship;
- (c) Schools offering general educational courses, community halls, welfare centre, public libraries, art galleries, museums; hostels, for educational institution offering general courses gymnasiums;
- (d) Medical, eye and dental practitioner's clinics;
- (e) Professional offices and incidental to such use not occupying a floor area exceeding 200 sq.ft. for 18.0 sq.metre;
- (f) Club houses not conducted as business, public parks and private parks which are not utilized for business purposes;
- (g) Nurseries and general agriculture, horticulture;
- (h) Accessory uses customarily incidental to any principal use and meeting the requirements of clause 3:4.
- (i) Post offices, Police out-post and fire stations;
- (j) Taxi stands and bus stands, Cycle and Rickshaw stands

11.5.2.1. B: Use permissible on appeal to the authority-

- (a) Municipal state and Central Government uses but not offices;
- (b) Public utilities;
- (c) Dispensaries for human care except they are meant primarily for mental treatment, convalescent houses sanitaria;
- (d) Philanthropic uses, residential hostels restaurants, cafeteria milk barks, boarding or lodging house in independent buildings;
- (e) Clean industry considering the (performance characteristics) following indicators-(i) Noise (ii) Vibration (iii) Smoke (iv) Dust (v) Odour (vi) Effluent (viii) Employment (ix) Vehicular traffic (x) General nuisance.(and indicative list of industries which could be permitted in residential area subject to the condition it satisfies is given in Appendix).
- (f) Trade or other similar schools not involving any danger of fire explosion, noise, vibration, smoke; dust; odour; heat or other objectionable effluents;
- (g) Branch Offices of banks and local offices of any public authority and telegraph office;
- (h) Golf clubs and green house,
- (i) Market places with only vegetables, fruits, flowers; fish and meat and other connected day to day requirements;
- (j) Theatres, assembly or concert halls, dance and music halls and such other places of entertainment;
- (k) Electric sub-station;
- (l) Neighbourhood shopping centre with goods offered for sale for day to day requirements and the uses permissible under clauses 5 and 5.2.1.C;

11.5.2.1.C: A building or premises with a shop frontage along a street in residential Zones-
Permission may be allowed only for the following purposes subject to the conditions that-

- (a) The additional uses permissible hereunder shall be restricted to a depth or 20 ft.or 6.0 metre and only the building in the front portion abutting the street on which the shop line is marked;
- (b) Where the building or premises abutted on two or more streets, no direct opening of such shops may be permissible on the street, on which the shopping line is marked;

- (c) When the ground floor of such building or premises is allowed for shops under this clause the following uses may be permitted.
 - (i) Any use permitted in Residential Zone;
 - (ii) Stores of shops for the conduct of retail business;
 - (iii) Branch offices of banks, professional offices, local offices of any public created by law;
 - (iv) Hair dressing saloon and beauty parlours;
 - (v) Shoe repairing and shining shops;
 - (vi) Laundry and tailoring shops not employing more than 5 persons;
 - (vii) Shops for goldsmith, watch and clock repairs and picture framing;
 - (viii) Radio and household appliances repair and umbrella repairs(not employing more than 5 person);
 - (ix) Tea stalls, restaurants and eating house;
 - (x) Uses permissible under (a),(b),(c),(d),(f),(g),(h),of clause 5.2.1.B

11.5.2.1.D. Use prohibited- All other uses not specifically permitted herein

11.5.2.2: REGULATIONS FOR COMMERCIAL ZONES

11.5.2.2.A. Use permitted-

- (a) Shops of all kinds, business offices and exchanges;
- (b) Whole sale establishments and departmental stores;
- (c) Auto supply stores and showrooms for motor vehicles and machineries;
- (d) Storage of furniture and household goods;
- (e) Club houses or other recreational activities conducted as business;
- (f) Place of amusements or assembly;
- (g) Temples, churches, Mosques and other places of worship;
- (h) Schools and other institutions, libraries, museums and art galleries;
- (i) Dispensaries, Clinics and veterinary dispensaries and hospitals;
- (j) Police out-post and telegraph offices and fire stations.
- (k) Local offices of any public authority created by law and professional office
- (l) Banks and safe deposit vaults;
- (m) Municipal, State or Central Government uses but not offices;
- (n) Hostels, boarding and lodging houses, eating houses;
- (o) Printing press, book binding and block making aggregate motive power not exceeding 5 H.P. and not employing more than 5 persons;
- (p) Cleaning and dyeing establishment;
- (q) Carpentry and cane making and retailing of building materials;
- (r) All other uses permitted under clause 5.2.1. A and under (a),(b),(c),(d),(f),(h),(j),(k),(i) of clause 5.2.1. B and all uses under clause 5.2.1.C;
- (s) Accessory building or uses customarily incidental to any permitted principal use including storage space upto 50 percent of the total floor area use for the principal use;

11.5.2.2. B. Uses permissible on appeal to the Authority-

- (a) All types of industries that are permitted in Residential area;
- (b) Petrol filling stations and kerosene storage;
- (c) Electric sub-stations;
- (d) Coal, wood and timber yards;
- (e) Motor repairing garages;
- (f) Repair, cleaning, printing or light manufacturing using not more than 10 H.P. motive power in total and employing not more than 5 persons;
- (g) Wholesale godown and warehouses;
- (h) Taxi, bus and truck parking area;

11.5.2.2. C. Use prohibited- All other uses not specifically permitted herein.

11.5.2.3. REGULATION FOR LIGHT INDUSTRY ZONE**11.5.2.3. A. Use permitted-**

- (a) Warehouses and godowns;
- (b) Coal, wood and timber yards;
- (c) Contractors plant and storage for building materials;
- (d) Bakeries, confectioneries, ice-cream factories;
- (e) Automobile service and repairing stations with motive power not exceeding 20 H.P. provided the necessary parking space are available;
- (f) Power laundries;
- (g) Pasteurization of milk, cream and butter;
- (h) Mechanical workshop with lathes, drills, grinders, spot welding set with motive power not exceeding 20 H.P.
- (i) Printing, book binding, engraving and block making;
- (j) Photo process, embroidery and lace manufacturing cotton and silk printing, arts and crafts, toy making glass cutting etching and polishing, costumes, jewellers and novelties,
- (k) Suphari and Machola grinding, cold storage, metal polishing, travel goods, and canvas and water proof materials, steel slates, wowing machines(Assembly),writing ink employing not more than 10 persons;
- (l) Handloom weaving wooden packing cases and boxes, was products wooden industrial goods, bucket and metal container animal feed;

- (m) Iron rolling and wire setting with motive power not exceeding 20 H.P;
- (n) Atta chakki, oil mills and flour mills with a motive power not exceeding 75 H.P;
- (o) Bus and truck terminal and parking plots;
- (p) Any other use in commercial zone except those specially prohibited hereunder;
- (q) Accessory buildings or uses customarily incidental to any permitted principal use.

11.5.2.3.B. Use permissible on appeal to the authority-

- (a) Leather products;
- (b) Fruits and vegetable canning and preservation;
- (c) Saw milling;
- (d) Light manufacturing, railings and grills manufacturing;
- (e) Petrol Filling stations;
- (f) Watchmen or caretakers;
- (g) Canteen and eating house serving the industries;
- (h) All other light industries as defined by the Authority not involving any danger or fire, explosion, noise, vibration; smoke, dust, odour; heat or other objectionable effluents;

11.5.2.3.C. Use prohibited-

- (a) All uses not specially permitted herein;
- (b) The industries associated with undesirable features such as excessive smoke, stench, injurious fumes, effluents and other hazards to health and safety of the people.

11.5.2.4. REGULATION FOR MEDIMUM INDUSTRY ZONE-

11.5.2.4.A. Use permitted-All uses permitted or permissible on appeal to the Authority in light industry zone.

11.5.2.4.B. All other Medium Industries except those specially prohibited hereunder.

11.5.2.4.C. Use prohibited- the industries associated with undesirable features such as, excessive smoke stench, injurious fumes effluents and other hazard and safety of the people.

11.5.2.5. REGULATION FOR PUBLIC AND SEMI-PUBLIC ZONE-**11.5.2.5.A.** Use permitted-

- (a) State and Central offices and other public and semi-public buildings;
- (b) Educational and research institution;
- (c) Social, Culture and religious institutions;
- (d) Local and municipal offices;
- (e) Public utilities and municipal facilities;
- (f) Museums, monuments, art galleries, community halls, libraries;
- (g) Building and uses incidental to the above permitted uses.

11.5.2.5.B: Use permissible on appeal to the Authority-

- (a) Residences;
- (b) Restaurants, milk bars;
- (c) Any other uses incidental to main use and in no way causing any nuisance or hazard;
- (d) Radio and wireless stations.

11.5.2.5.C. Use prohibited- All other uses not specifically permitted herein.**11.5.2.5.D.** The minimum size of the plot for the public and semi-public zone shall be 5760 sq.ft. or 537.68 sq.m. and the maximum coverage shall be 50 percent of the total plot area.

11.5.2.6 REGULATIONS FOR RECREATIONAL AND OPEN SPACE ZONE.**11.5.2.6 A:** Use permitted-

- (a) All public and semi-public recreational use including parks, play grounds, park ways and other special recreational uses;
- (b) Stadium;
- (c) Swimming pools and clubs;
- (d) Botanical and zoological parks;

11.5.2.6.B Use permissible on appeal to the Authority-

- (a) Restaurants and selling of eatables;
- (b) Public utilities and municipal facilities;
- (c) Use clearly incidental
- (d) Uses for temporary public entertainment purposes for a period not exceeding 30 days. Structure that may be erected for such entertainment purposes shall be removed at the end of the period and shall in no case be permanently erected.

11.5.2.6.C. Use prohibited –All uses not specifically permitted herein;

11.5.2. 6.D. The height limitations of any structure of building if permitted under this clause front space, side and rear yard within this zone shall be determined by the Authority.

11.5.2.7 REGULATIONS FOR GREEN BELT ZONE.**11.5.2.7. A.** Use Permitted-

- (a) All agricultural uses and horticulture;
- (b) Gardens and forestry;
- (c) Golf links and club houses;
- (d) Public and private parks, play fields, summer camps or recreation of all types;
- (e) Farm house and their accessory buildings and their uses.
- (f) Churches, temples, mosques and other places of worship;
- (g) Processing and sale of farm products on the property where produced, the servicing and repair of farm machineries and the sale of agricultural supplies.

11.5.2.7.B Use permissible on appeal to the Authority-

- (a) Milk chilling stations and pasteurizing plants;
- (b) Rural colleges, boarding houses and hostels, scientific and industrial research laboratories not to be operated for productions of good or other materials.
- (c) Cottage industries, brick making excavation of clay, gravel top soil and other earthen materials;
- (d) Landing fields for planes and helicopter and its necessary appurtenances;
- (e) Utilities and their building;
- (f) Area needed for defence purposes;
- (g) Wireless transmitting and weather stations;
- (h) Any irrigation or flood control works;
- (i) Cemeteries, crematorium and burial grounds;
- (j) In case of existing villages in this zone the normal expansion of the village including rural housing, community facilities and other service facilities would be allowed upto a physical boundary to be fixed by the authority.

11.5.2.7.C. Use prohibited –

- (a) All uses not specifically permitted herein.
- (b) The parceling out of land in this zone for the purposes of urban housing shall be absolutely prohibited.

11.5.2.7.D. Customary home occupation shall be conducted only by a person resident in the dwelling, the area for such uses shall not exceed 25 percent of the total floor area of the dwellings, and there shall be no public display of goods.

11.6 EXCEPTIONS AND MODIFICATIONS**11.6.1. Exceptions to height yard and set back limits.**

11.6.1.1. The height limitations of these regulations shall not apply to temples, Churches and mosques provided that the minimum front and rear set back etc. are maintained.

11.6.1.2. Chimneys, elevators, poles, spires, overhead water tanks and other such projections not used for human occupation on appeal the authority.

11.6.1.3. Stops, gallery or balcony, weather frame; sun breaker; cornice, caves, window sills; or other ornamental projections may project onto any yard provided this will not reduce the required open spaces in the front sides and rear as prescribed in these regulations on appeal to the authority.

11.6.1.4. In any zone, on plots less than 60ft.or 18 metres deep the rear yard may be reduced by one percent of each foot or 30.48c.m. if the plot depth is less than 60 ft.or 18 metres.

11.6.1.5. Notwithstanding anything contained in these regulations the front set back in any zone can be prescribed by the authority in pursuance of any scheme. **10.6.1.6.** Height of compound wall in all zones specified in these regulations shall not exceed 6 or 1.8 m. above the ground level of the adjacent street.

11.6.2 GROUP PROJECTS

11.6.2.1. In case of group Housing Projects containing a group of twenty or more buildings, notwithstanding anything contained in the regulations, the Authority may prescribe special requirements in harmony with the character of the neighbourhood and ensure that the total open spaces shall not be less than four acres or 1.62 hectares per thousand populations.

11.6.2.2. The minimum area for the development of group housing is one acre. Set back arrangement of blocks, garages etc. will have to be approved in each case so that a healthy development is ensured. The coverage and F.A.R. for various densities will be as per regulation of Residential use zone.

- 11.6.2.3.** Group projects for commercial, light and medium industry zones can be undertaken and notwithstanding anything contained in these regulations, the Authority may prescribe special requirements in consistent with the character of the zone.

11.7: ADMINISTRATION AND ENFORCEMENT.

- 11.7.1.** Approved of plans for Zoning Conformity - After the adoption of the Master Plan and the Zoning Regulations by the State Government no person shall use, sub-divide or develop any land or erect, re-erect materially alter or change the existing structure of any building or use the building or land within the limit of Diphu Master Plan area without the plans being approved for Zoning conformity by the Authority as required under Section 13 of the Assam Town and Country Planning Act.1959(as amended).

- 11.7.2.1.** Application for approval of Zoning conformity – All application for approval of zoning conformity and for erection re-erection renovation and material alteration of any building or structure shall be accompanied by the following plans in triplicate –

- (a) A block plan of such building site which shall be drawn to the scale of the largest revenue survey maps at the time in existence for the locality and shall show the position and appurtenances of the properties, if any, immediately adjoining streets and the means of access to the building;
- (b) A site plan on 16 ft. or 2 metre scale indicating the plot boundaries the north line position of the existing structures if any, line plan of the proposed structure with its location, set-backs, side and rear yard; projections if any distances from any structure if any, etc. on plot in figured dimensions;
- (c) The detailed floor plan for each floor on 8 ft. or 1 metre scale with projections if any, showing the use of every room or portions of the building or structure and full and detail dimensions of the structure;
- (d) One or two sections, as the case may be through the building showing the height of the plinth above and below the ground level and each floor and of the roof over the staircase;
- (e) Such other matters as may be necessary to determine conformance with and provide for the enforcement of these regulations;
- (f) All the plans and sections shall be signed by the applicant;

- 11.7.2.2.** In case of plans pertaining to erection, re-erection or material alteration of any building or structure the Authority may either approve or refuse to approve the plans if it is not in conformity with the Master Plan or Zoning Regulation and shall communicate its decision to the applicant giving the notice within a period of one month from the receipt of the application or such other information as may be called for by the Authority. One copy of the plans shall be returned to the application after the Authority have marked such copy either as approved or disapproved and attested to the same by the signature of the proper official as designated by the Authority. The other two copies of the plans similarly marked, shall be retained by the Authority.

11.7.2.3. For the purpose of obtaining permission for sub-division of any plot of land the applicant shall submit the following plans in triplicate together with necessary statements to the Authority-

(a) A block plan of such land which shall be drawn to the scale of largest revenue survey map at the time in existence for the locality showing the location of the land, boundaries of the proposed land shown on the map and sufficient description to define the same, location, name and present widths of the adjacent roads and major physical characteristics of the land proposed to be sub-divided, including topography, the location and width of any water course and location of any area subject to inundation or flood and north line;

(b) A plan of such land which shall be drawn to a suitable scale showing the complete layout of the proposed sub-division including location and widths of all the proposed streets dimension, and uses of all plots, location of all drains,

Sewerage and other utilities, building lines permissible and northline;

(c) Any other items of information which may be required by the Authority from time to time;

(d) All the plans shall be signed by the applicant.

11.7.2.4. In case of plan pertaining to sub-division of land, the authority may either grant or refuse the approved of the plans or may approve them with such modifications as it may deem fit and thereupon shall communicate its decision to the applicant giving the notice within three months from the date of receipt of the application or such other information as may be called for by the Authority.

11.7.3. Sub-Committee on Zoning Appeals-

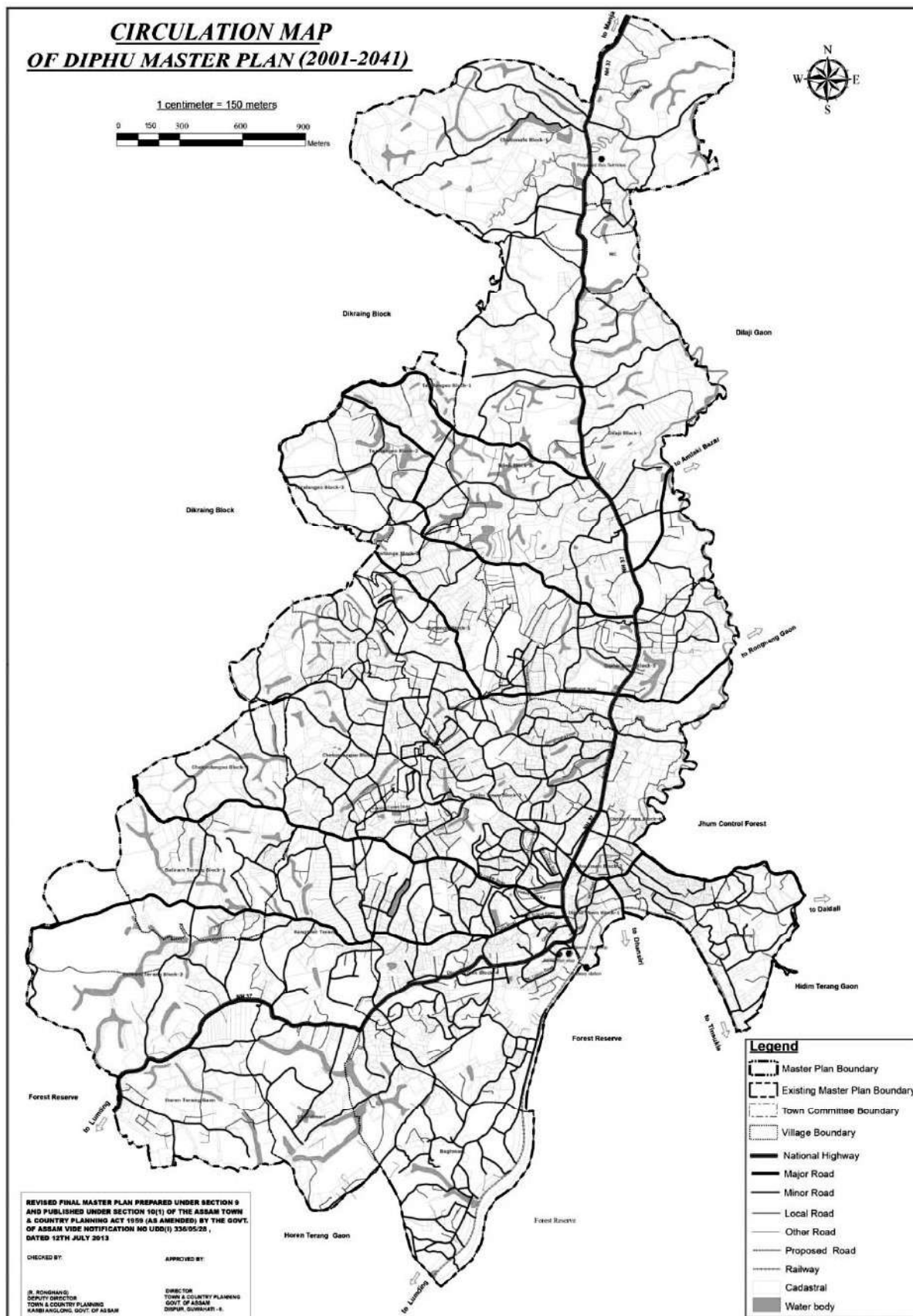
11.7.3.1. Sub-Committee shall be constituted from out of the members of the Authority by the Chairman and if no Authority is constituted in such cases by the Director of Town and Country Planning which shall be called the "Sub—committee on Zoning appeals".

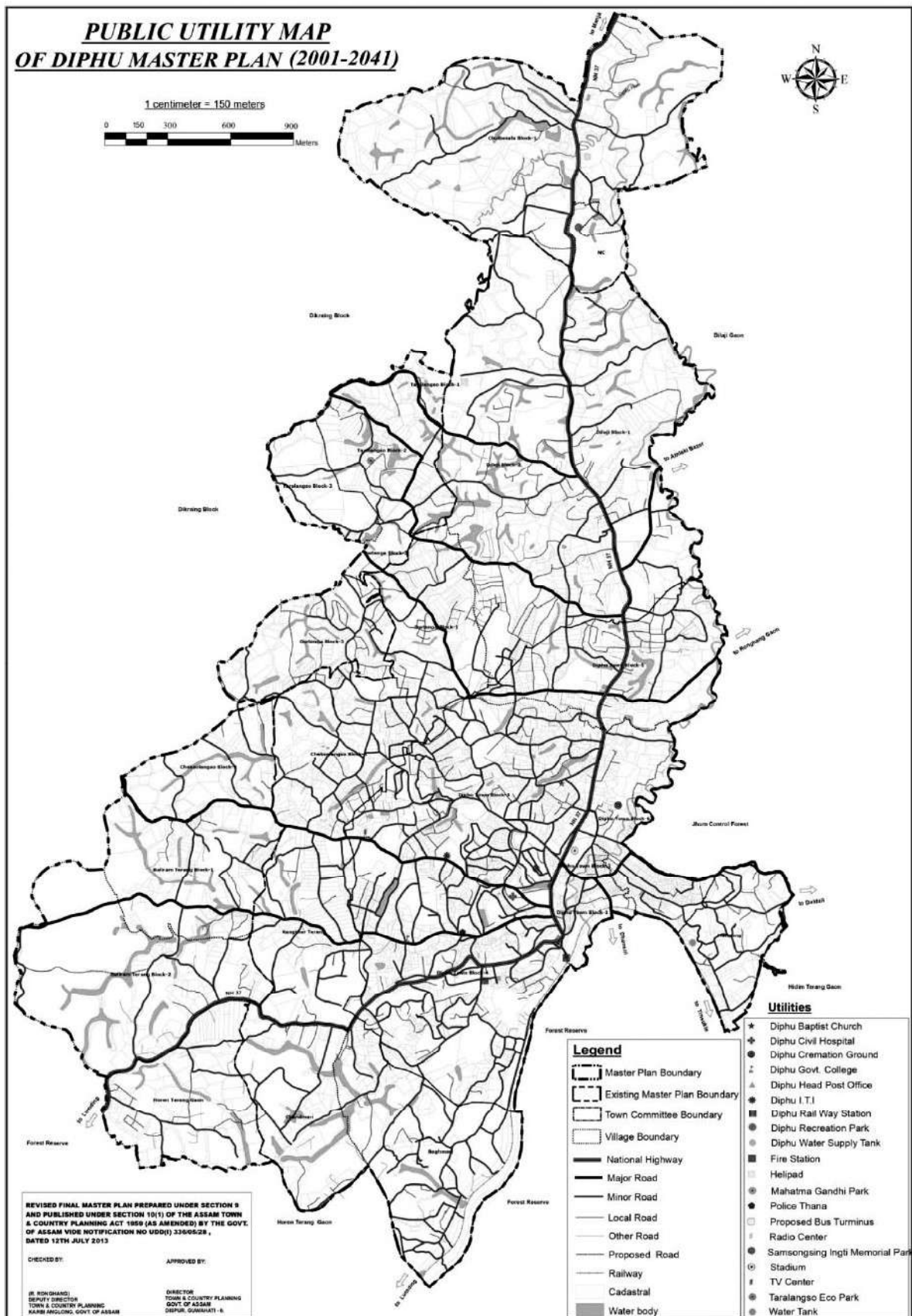
11.7.3.2. The Sub-committee shall consist of at least five members. The Chairman of the Authority and the Director of the Town and Country Planning or his nominee and three other members from the local Authorities representing private sector shall be the members subject to the approval of the Government. The Chairman presides over such meetings and the quorum consists of at least three members. The Sub-committee shall meet one a months to consider any case of Zoning Appeals.

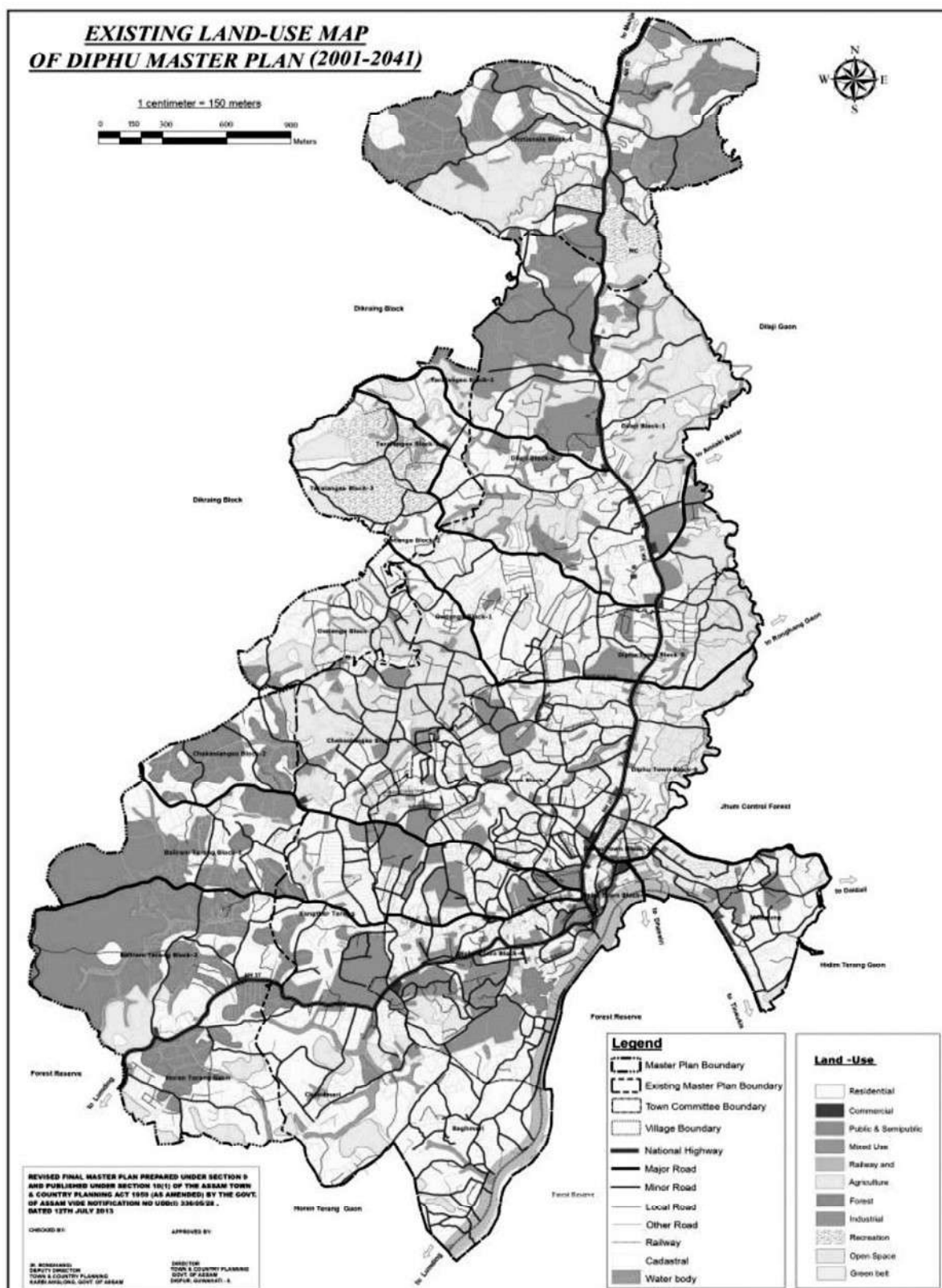
Where no Authority is constituted, the Director, of Town and Country Planning or his nominee and Deputy Commission and three other members from the local Authorities or representing private sector or both shall be the members.

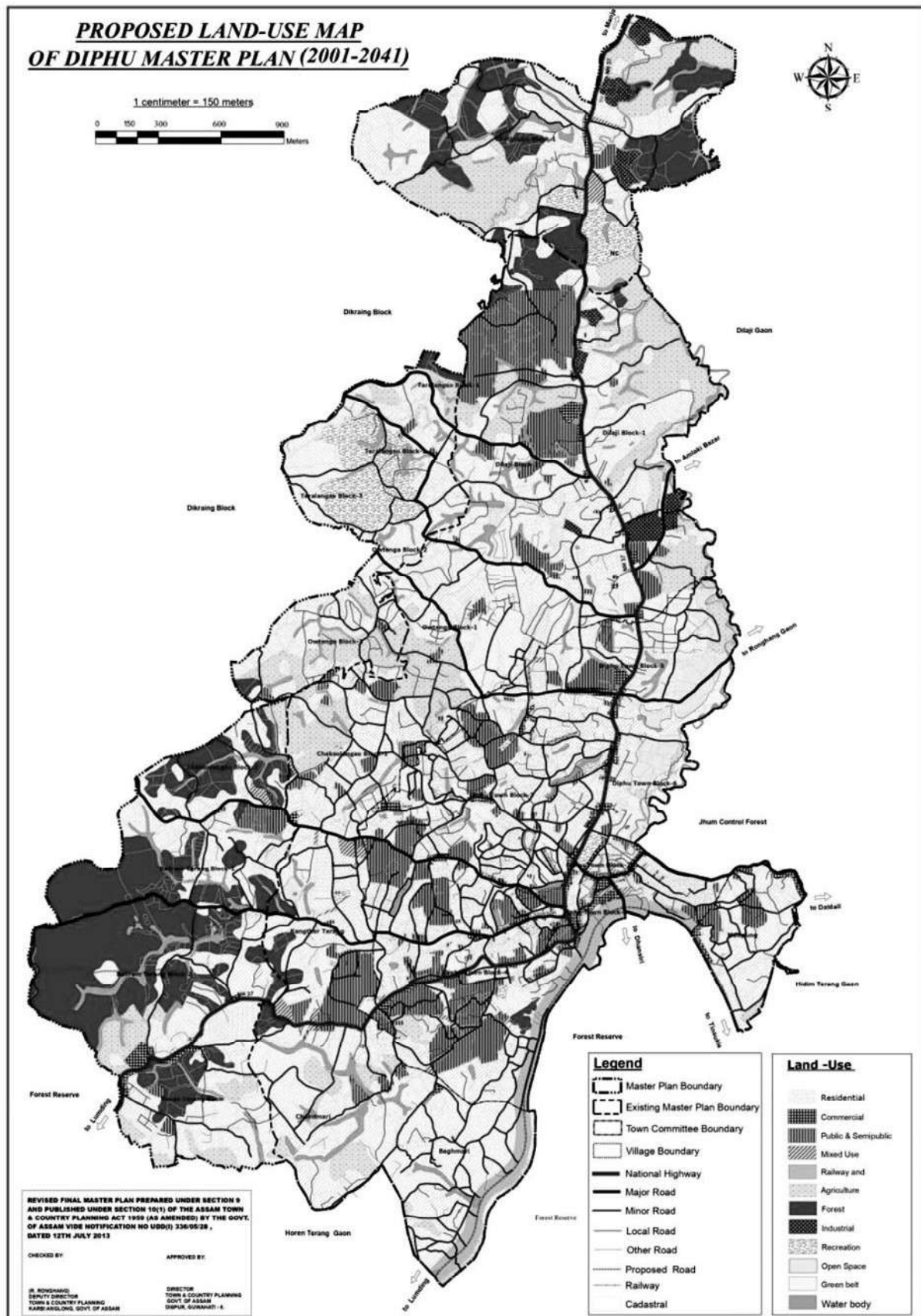
The Deputy Commission or in his absence the Director of Town and Country Planning or his nominee shall preside over such meeting.

- 11.7.3.3.** The Chairman and where no Authority is constituted the Director of Town and Country Planning or his nominee shall convene the meeting of the sub-committee on Zoning Appeals.
- 11.7.3.4.** This sub-Committee shall have the power to grant variance with respect to front, rear and side yard or building height and area requirements, if at the time of adoption of these Regulations a plot of land is smaller than the minimum size specified for the land in which it is located, and compliance with front, rear side yard and height and area regulations is not feasible because of topography or other special consideration, the case may be brought before the sub-committee on Zoning appeals. This Sub-committee can grant variance and permission given with such modifications as are necessary but should conform as closely as possible to the requirements specified for zone in which the plot is located. In all, the particulars reasons for the variance should be recorded by the sub-committee.
- 11.7.3.5.** The Sub-committee on Zoning Appeals shall not have the power however to grant use variance. Where a change of use other than that specified in the zone in which the plot is located is permitted.
- 11.7.3.6.** Penalties-Every person, firm body or corporation the commits or knowingly permits a breach of any specified provisions of the Diphu Master Plan and schemes prepared there under and foregoing Zoning Regulations or who neglects or fails to comply with any such provisions, shall be punishable as provided in the Assam Town and Country Planning Act' 1959(as amended) .









LIST OF ABBREVIATIONS

DPR: Detailed Project Report

T&CP: Town and Country Planning Organization

NH: National Highway

WFPR: Work Force Participation Rate

TC: Town Committee

P.W.D: Public Works Department

N.F.: National Frontier

URDPFI: Urban and Regional Development Plans Formulation and Implementation Guidelines 2014